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PACIFIC FISHERMAN

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PACIFIC FISHERMAN

Vol. 54 No. 1

JANUARY, 1956

Fish Facts of Life 7

Quest for Quality Begins on Boats 11

Giant Clippers Building in Japan 13

Lines in the Sea—An Editorial 16

Alaska Swings to Area Licensing 19

Tunamen's Outline for U.S. Policy 23

Drive on Depletion Protects Spawners 27

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A MILLER FREEMAN PUBLICATION

Ocean Sockeye Fishing Due for Closure in 1956

● There will be no ocean fishing for Sockeye salmon off—or in—the entrance to the Strait of Juan de Fuca in 1956.

Actually, there will be no *seining* for Fraser River Sockeye by Canadians anywhere next season.

There will be a three-day closure of fishing each week in Puget Sound waters during the two-week Sockeye run.

The Fraser River itself will be *closed to all gear* for *five days out of each seven-day* week during the run.

If the American fleet exceeds 210 purse seines and 320 gillnets, the hours it may fish in any day may be subject to limitation.

What is the basis for this forecast? Because Loyd Royal, director, and his staff so recommended to the Sockeye Commission Dec. 8, and the commission laid the program before the American and Canadian industry at a cards-on-the-table session in Vancouver, B. C., the following day.

But these are only recommendations. Won't the industry object?

Probably, yes; but not too violently, because in general it recognizes the necessity for bitter measures if the *essential minimum* of 20% of the total Sockeye run is to be allowed to pass up-river to seed the spawning gravels for 1960.

Moreover, the commission staff declared its objective to be (1) an escapement of 20% of the run; (2) equal division of the remainder of the *run*, whatever it may be, between the Americans and the Canadians—40% of the run to each. That adds up to 100%. There can't be any more.

The fishermen who were hurt, and the packers who were hard-hit, raised no more than plaintive objection, and in private accepted the prescription with the comment: "It *could*—possibly *should*—have been worse."

Why the necessity for such Spartan measures? Because, as Royal and Staff explained it:

1—The Fraser River Sockeye run of 1956 will be weak—next-to-worst of the four-year cycle. Royal forecast 1 to 1.5 million fish for each nation, which would be the same as 1955, or *possibly* 50% better.

2—Because timing of the migration of the races composing the run will produce a short, sharp run in the last half of July, and no more. The catch, *and the escapement*, must be made then, or never.

3—Because $2 Sockeyes have such pulling power that fishing effectiveness has built-up to the point where essential escapement is endangered.

This effectiveness and fishing pressure is such that in 1955 the gear in the water was capable of catching virtually *all* the Sockeye in the water at any one time. The Canadian ocean fleet could take that nation's entire 40% share of the run before the fish ever actually entered the strait.

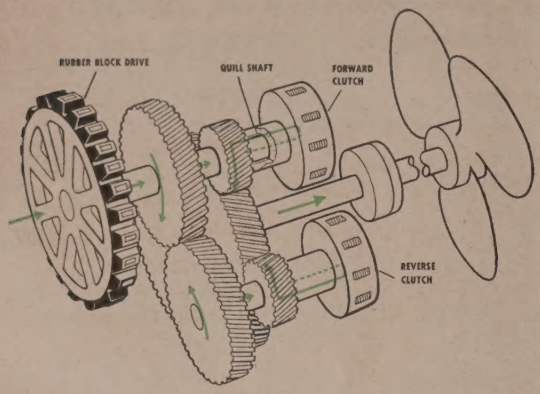
The measures for 1956 were offered only as "temporary" treatment, prescribed for an off-year. They were not projected for 1957.

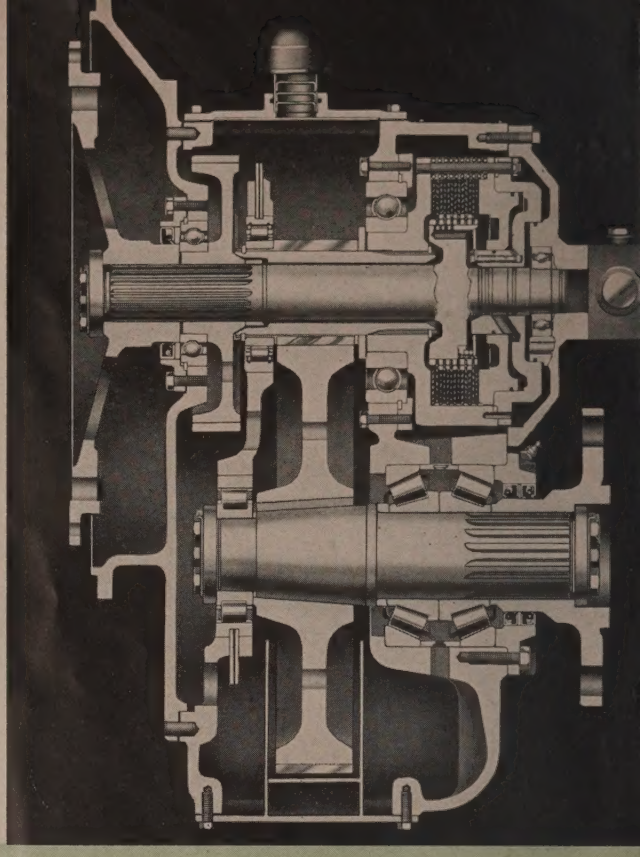
The Sockeye Commission does not now have the authority to control the *character* of gear or its *quantity*—and Senator Thomas Reid, chairman, said it "does not *now* seek that authority."

Royal said it was "up to the industry to reduce the fleet and stop the extension of fishing areas."

But what do you think the industry itself is going to do about it?

Unique arrangement of five hardened and ground helical gears, straddle mounted on short rigid shafts, plus two hydraulically actuated clutches permit the unusually short 17⅞" length.





NEW!
MG-511

Marine Reverse and Reduction Gear

For today's high speed, high horsepower marine engines, Twin Disc has spent three years of research, design and testing to develop a marine gear that is compact, smoother and faster on response, and easier to service. The new MG-511 is the answer to marine power transmission for engines up to 240 continuous hp at 2100 rpm.

Compact? The MG-511 is only 17⅞" from the SAE housing flange to the output propeller shaft flange! A unique arrangement of five carburized, hardened and ground helical gears, straddle mounted on short rigid shafts, plus two hydraulically actuated clutches permit this extremely short length. All gears in the MG-511 are mounted on antifriction bearings to reduce power waste. A rubber block drive is used to transmit power to the gear. The tough, time-tested rubber block drive withstands normal misalignment conditions without imposing undue loads or stresses on the marine gear input shaft or the engine crankshaft.

An oversize 10 gpm pump, driven by the marine gear reverse shaft, is used not only to actuate clutches — but also to pump oil into the heart of each clutch. This flood of oil carries away heat, assures smooth clutch engagements and substantially reduces clutch plate wear. Oil is also pumped to provide forced feed lubrication of meshing gears.

One of the outstanding features of the new MG-511 is the smooth engagement and disengagement of the forward and reverse clutches. This is accomplished through a differential mechanism in the selector valve, which permits a steady rise of actuating oil pressure from 30 psi to the maximum of 140 psi in smooth, even increments — in only one second. Further smoothness is also assured because of the flooded-in-oil plate stack. Forward, neutral and reverse are controlled by the selector valve.

Servicing the new Twin Disc MG-511 is an easy job because the clutches are located at the extreme

after end of the gear. Simply remove the cover plate cap screws, and the clutch driving plates are accessible for easy and speedy replacement, without need of disassembling the gear from the engine. The pump is serviced just as easily, as it plugs into the reverse shaft and is held in place by only four cap screws. Adequate inspection plates are provided to permit servicing other components.

The MG-511 is designed for full horsepower operation continuously in both forward and reverse output shaft rotations. This makes the gear ideally suited for twin-engine installations of right hand engines—or it can be adapted for left-hand engines by merely changing the oil pump.

With all these features — backed by Twin Disc's more than twenty years experience in building marine gears — the new Twin Disc Model MG-511 provides the answer to the marine industry's power transmission problems.

- **Ratios: 4.4:1, 3:1 or 2:1.**
- **Unusually short— 17⅞" length.**
- **Rubber Block Drive.**
- **Finger-Tip Control.**
- **Oil-Actuated, Oil-Cooled, Multiple Plate Clutches.**
- **All components easily accessible for servicing.**
- **Full hp operation in both forward and reverse.**
- **All gears straddle-mounted on anti-friction bearings.**

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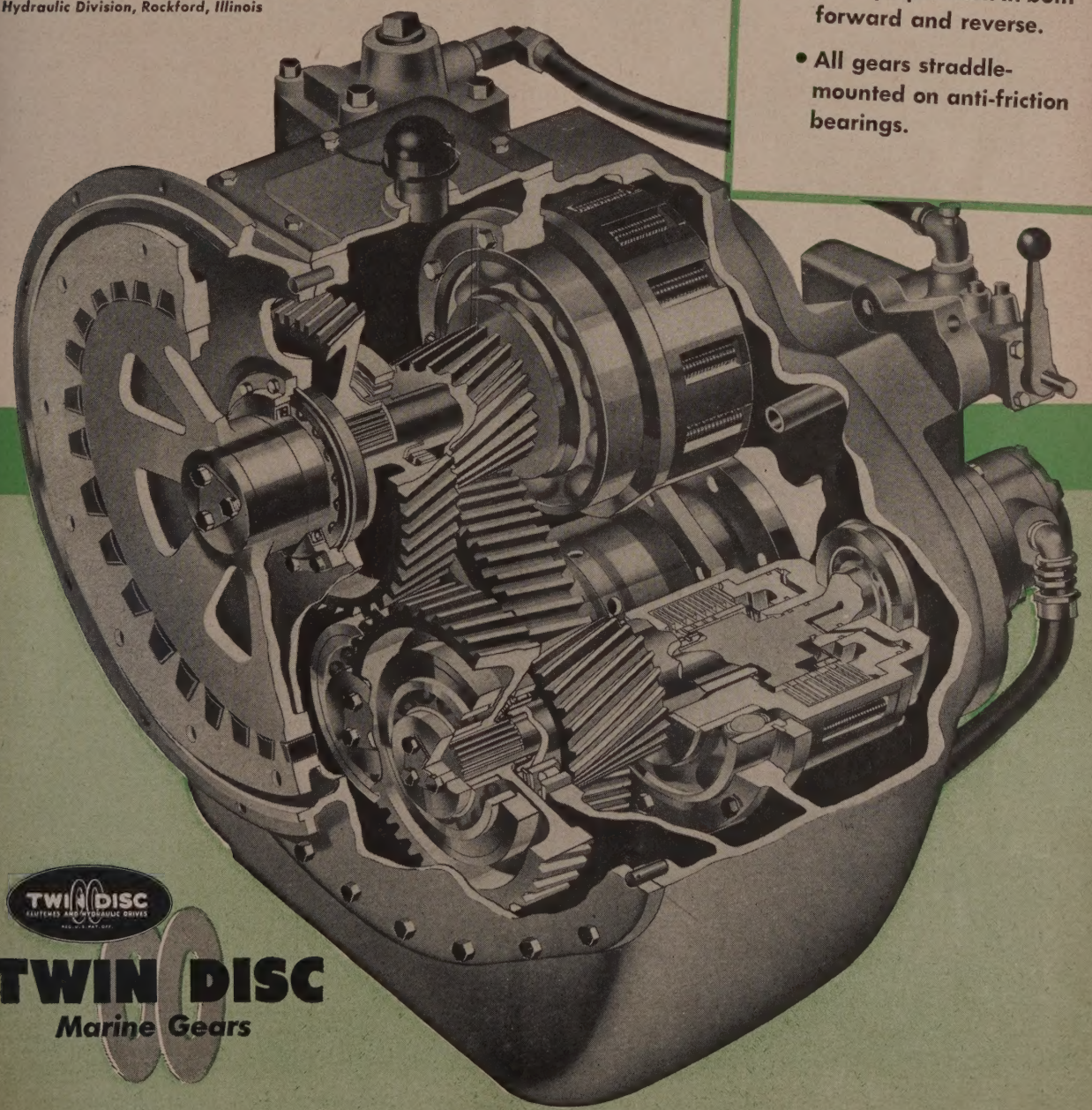
Hydraulic Division, Rockford, Illinois



TWIN DISC
CLUTCHES AND HYDRAULIC DRIVES

TWIN DISC

Marine Gears

How do you measure quality?

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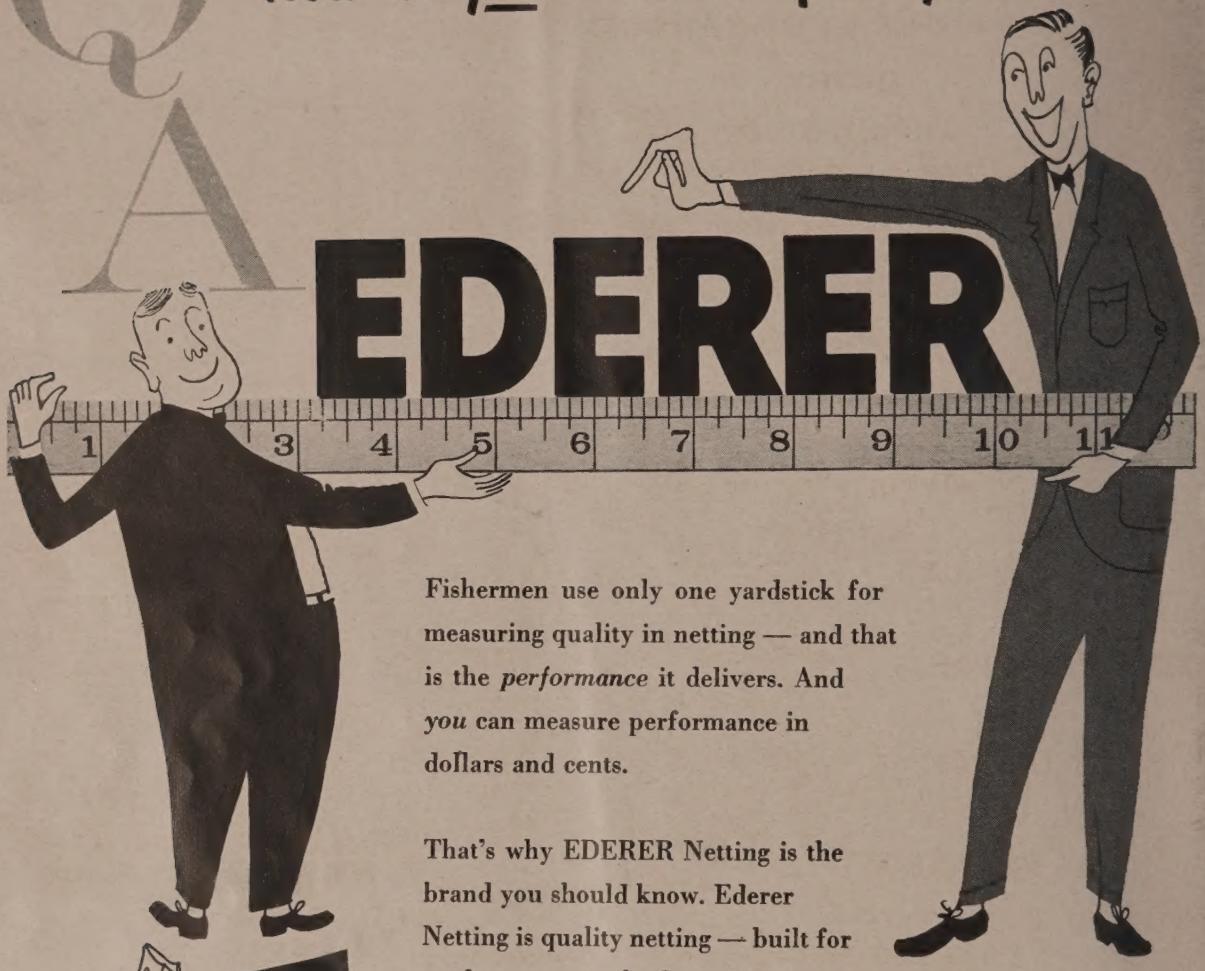

Fishermen use only one yardstick for measuring quality in netting — and that is the *performance* it delivers. And *you* can measure performance in dollars and cents.

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Built to operate for hours on end at slow speeds without fouling or damage to the engine . . . ready and able to move you *fast* at the touch of the throttle, the 6 DAMR-273 Marine Diesel is the ideal engine for gil netters, lobster boats, trollers, oyster boats and charter boats. Positive fuel injection system with built-in governor gets maximum horsepower and performance out of every gallon of fuel for real money-saving economy.

Smooth, Quiet Power

Touch the starter button and listen to a *really quiet, vibration-free marine diesel!* Four-cycle design, carefully balanced crankshaft, precision-made bearings, balanced rods, 45,000 psi Tensile crankcase and cylinder casting plus the most efficient fuel injection system made, all add up to the kind of smooth whisper-quiet power you can live with day after day.

Maximum Life

Although it's a compact engine weighing about 1,000 lb the 273 is every inch a rugged heavy-duty engine. Drop forged Tocco-hardened crankshaft with ground journal surfaces, rifle-drilled for pressure lubrication to the 7 oversize precision main and rod bearings, 1-piece chrome-nickel iron crankcase and cylinder casting heavily ribbed to insure rigidity and permanent alignment, aluminum alloy pistons, special analysis intake and exhaust valves and many other quality features you expect only in bigger, more costly engines, give the 273 the long life that means more profitable operation.

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1901-2—and moved to larger quarters, on the waterfront near old Pier 6.

1900's—Drayhorses "Prince" and "Pat" were familiar sight, with their wagonloads of cordage and netting.

1911—Started selling outboard motors!

1913—Needing larger space, moved to "Pier 8" (Now Pier 59).

1919—Architect John Graham designed present modern home (six stories) at 1223 Western Ave.,

1920—Firm moved into these spacious quarters,

1927—and changed its name from Pacific Net & Twine Co. to Pacific Marine Supply Co. to better designate the scope and nature of its work.

1940's—As in World War I, so in World War II, took critical part in supplying needed war materials to Army & Navy,

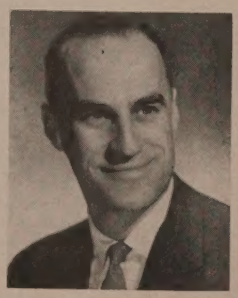
1950's—and continued to branch into new fields, round the Pacific rim . . .

1953—Robert D. Ladd, formerly Coast Mgr. for Plymouth Cordage Co., joined PMS as Vice President and General Manager.

1956—With Edward Cunningham, its president, at the helm the PMS is staffed with the experience and know-how to serve the most exacting fishery or cannery requirements.

TODAY, and every day, you can rely on PACIFIC MARINE to serve you well!

ROBERT D. LADD
Vice President
and General Manager



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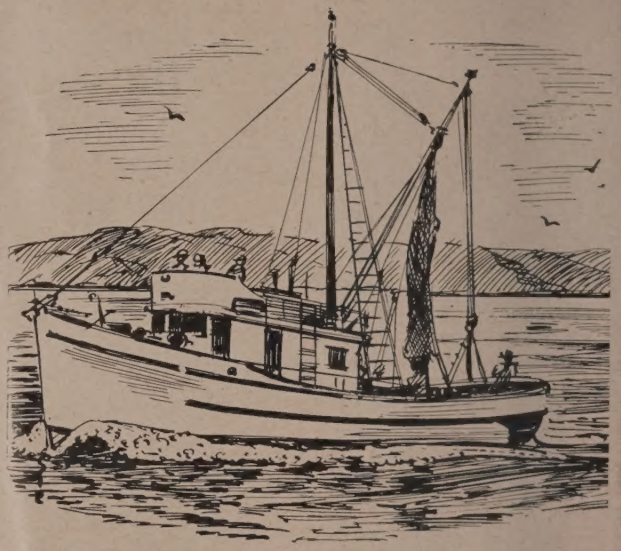
General Sales Manager
& Manager Mercury
Outboard Motor Division



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. . . plus Black & Decker, P & C, and Stanley Tools

PACIFIC FISHERMAN JANUARY 1956

Facts of Life—

Reported from Washington, Tokyo, Alaska and Seattle

• The Facts of Life—many of them grim in their reality—were laid before the salmon canning industry at the 42nd annual convention of the Association of Pacific Fisheries Nov. 28 by speakers reporting on the national, international and local situations confronting the industry, including:

George E. Steele, director of the National Canners Association's fishery division;

John L. Farley, director of the U.S. Fish and Wildlife Service;

Edward W. Allen, chairman-elect of the International North Pacific Fisheries Commission;

G. P. Halferty, chairman of the association's committee on stream conservation;

Dr. G. Ivor Jones and *Walter Yonker* of the National Canners Association Northwest Branch salmon inspection laboratory.

Presidents, Present and Past—E. E. Murray, newly elected president of the Association of Pacific Fisheries, left, and Guy V. Graham, whom he succeeds.

• *WASHINGTON REPORT*—Mr. Steele, reporting objectively on the Washington situation thus:

1. *"Historic participation"* in the U.S. market, once established, is a prime position from which imports resist change in tariffs or other treatment of foreign goods. With imports of about 250,000 cases this year, Japanese canned salmon enters the United States market this year for the first time. "Historic participation" begins in 1955 for this product.

2. *What can be done* about canned salmon imports? As the thinking in official circles in Washington is that the decline in U.S. canned salmon consumption is due to the decline in the domestic pack; and that the U.S. consumer would use more salmon if it were available to attractive prices, the burden of proof will be on the U.S. salmon industry in any contention that it is being injured by imports.

3. *What is the machinery of protest?* Only the "escape clause" can be applied to the present situation. This has been tried several times by other branches of the fisheries industry with uniformly unfavorable results except in the last action on frozen fillets. In that case the Tariff Commission recommended remedial action but this was rejected by President Eisenhower.

4. *Transfer of federal fisheries service to Commerce* is being proposed by the American Tunaboat Association (see detailed report elsewhere in this issue) in a manner which would shift only the commercial fisheries functions to the Department of Commerce, leaving the sport fishing and wildlife responsibilities with Interior. Authority over fisheries would be vested in an assistant secretary. Department of Commerce has indicated that it would go along with a plan to bring about such a shift by applying recommendations of the original Hoover Commission report; but that this would not provide an assistant secretary for fisheries. American Tunaboat Association plans to introduce in Congress a bill embodying its program; and is seeking support of fishery groups. Reaction of New England and Texas Shrimp associations appears favorable.

5. *"User charge"* has been proposed by congressmen as a means of financing U.S. participation in international fisheries treaties. There is a *possibility* that such fee or licensing scheme may be advanced.

6. *Minimum wage* coverage extension may come-up when Congress re-

A Mixed Bag of Photographs from the 42nd Salmon Canners Convention

Top Row—New President Gene Murray mugs the camera while Tom Sandoz, Lawrence Calvert, William Calvert and Jack Hanover confer behind his back. Further to the right, a row of Alaska Packers Association staffers: Jack Wolf, Don Deruchie, Don Cooper and Howard Buchterkirchen.

Middle Men—From the left, Pat Douglas, Randall Beard, Walter P. Shiel Jr.; Cliff Williams, W. P. Shiel, Frank Wright, Robert Schoettler, Walter H. Tuesley, Jay Gage, J. S. Wilkinson (behind) G. P. Halferty

Lower Row—Jack Brennan, Northwest Salmon Canners Assn. president, and George Steele, N.C.A., Washington. Then a Linen Thread Co. straight-flush, left to right: Ted Dahlstrom, Otto Meltzer, Richard Finn, John E. Richardson, and H. Wickliffe Rose, president of the company. Dr. R. W. Clough is honored for his 36 years of service to the industry by a scroll presented by George Steele.

convenes.

7. *Battle for O.T.C.* will be a feature of the coming congressional session, with the administration giving its blessing to the Organization for Trade Cooperation as basic to its foreign trade policy despite the fact that it would give the United States only one vote in 34 on matters of protection of American products and markets in foreign trade.

8. *Principle of Abstention* will be supported in the United States' "comments" on the propose draft of the International Law Commission of the United Nations on the "regime" of high seas fisheries.

9. *White Act changes* will be sought before Congress, with decision reached to seek modification of the specific requirement for 50% escapement.

10. *Alaska fishery research funds* in the minimum amount of $500,000 are urgently needed from regular appropriations. This is less than the annual fisheries research expenditures of *each* of the three Pacific *states*.

• *MORE MEDICINE*—Necessity demands that the Fish and Wildlife Service call upon the Alaska salmon industry for further forebearance and cooperation in a drastic recovery program, its director, John L. Farley, told the canners. He said that it had been his earnest hope to be able to restore full operation in the Territory in 1956, but that recovery had not been as rapid as hoped, although measurable progress is being made.

Mr. Farley's usual smile faded perceptibly when he said in measured tones that the Service had not received full measure of frankness and honesty from the industry in some individual responses to the Service's request for information and data on which to develop its program of resource rebuilding.

• *RESEARCH SPEED - UP* — The Tokyo conference of the International North Pacific Fisheries Commission found the American section pursuing its first objective of safeguarding American fishermen, industry and resources, Mr. Farley said; and the commissioner cited as proof the determination to speed-up the fact-finding research program. Therein, he said, lies the only opportunity of developing a sound position from which

American interests can be permanently protected.

He ventured to hope that investigations authorized within two years would produce answers to the primary questions of the origin of the salmon taken on the high seas and the oceanic distribution of the races from the several primary stream systems.

● *TOKYO ACCENTS*—Edward W. Allen, chairman-elect of the North Pacific commission, reported two standout features of the Tokyo conference:

1. Frank and friendly relationship between the national sections, proving progress in developing a united approach to a common problem. He cautioned against blaming high seas fishing of past seasons for depletion of American coastal fisheries when such charges cannot be backed with any direct evidence whatsoever; and cited the fact that the Japanese fishing of 1955 was conducted strictly in accord with treaty obligations, and generally close to the Asian coast.

2. Development and implementation of a coordinated program of research of a character calculated to produce answers to the paramount problems in the shortest possible time. Mr. Allen mentioned further that closer coordination and cooperation between the several elements of the American section's research program was to be expected.

Referring to the International Law Commission report on the "regime" of high seas fisheries, Mr. Allen said that the salmon industry was seeking to have the American comments call for inclusion of the principle of abstention, and also for revision to make the character of the final arbitration authority more broadly representative of informed opinion.

● *STREAM CONSERVATION*—Decision to embrace the proposal establishing a Stream Conservation Council as an element of the Association of Pacific Fisheries was reached by the association when it ratified the action of its board of trustees in adopting the report of a committee which has been studying the matter for the past year. This committee, headed by G. P. Halferty, and including S. M. Rosenberg, Charles D. Alhadeff and T. F. Sandoz, proposed that contribution at the rate of 1c per case of 48 1-lb. cans or 35c per ton of fresh or frozen fish handled, be sought to finance the program of education and public relations seeking to safeguard and preserve the streams essential to the preservation of the salmon and trout resources.

Ratification by the association did not levy any assessment, and funds will be subscribed on an individual and voluntary basis.

● *PRODUCT QUALITY* — Dr. G. Ivor Jones of the N.C.A. Northwest Branch laboratory told of the 1955 studies in salmon salting, and warned that oversalting can amount to a serious irregularity in pack. In the canning of dietetic salmon he warned that the packer is responsible for the *sodium* content of the product and that mere omission of added salt is not sufficient.

Quality of the 1955 salmon pack was generally high, according to Walter Yonker, Northwest Branch chief inspector. In all essential categories—quality of fish itself, mechanics of packing, processing and freshness—he found the 1955 canned salmon pack definitely "better than average".

Counselling for the future, Mr. Yonker said that Food and Drug Administration was insisting on close compliance with four requirements:

1. Code lots should be generally representative of a substantial classification and kept intact;

2. Required reports giving data as to code shipped and all information required *must* be complied with fully. Key to code system must be furnished.

3. Details of shipments moving off the Pacific Coast, including those sent through Prince Rupert, must be reported.

4. Packers must have representatives in Seattle during the shipping season, and these representatives must have authority to act on behalf of the packer.

● *MURRAY ELECTED*—The association elected E. E. Murray of the Alaska Pacific Salmon Corporation to succeed Guy V. Graham of Libby, McNeill & Libby as president. Other officers elected were: A. W. Brindle of Wards Cove Packing Co., T. F. Sandoz of Columbia River Packers Association; E. E. Willkie of Pacific American Fisheries, Inc., and A. R. Barthold of Alaska Packers Association, vice presidents in that order; Dr. E. D. Clark, secretary-treasurer.

Elected trustees were: G. V. Graham, H. B. Friele, Nick Bez, Vance F. Sutter, T. F. Sandoz and C. J. Sebastian. Hold-over members of the board are: A. R. Barthold, G. P. Halferty, L. T. Kreielsheimer, E. E. Murray, Lawrence Calvert, A. W. Brindle, August Buschmann, C. D. Alhadeff, E. E. Willkie, S. M. Rosenberg, A. W. Wittig, Frank Wright.

● *CLOUGH HONORED*—Honored individual of the 42nd convention was Dr. Ray W. Clough, who retired during the year after 36 years of service to the industry as chief chemist in the laboratory of the N.C.A. Northwest Branch. Dr. Clough was given a scroll in tribute to his years of service to the salmon canning industry.

Edward Cunningham, president of the Pacific Marine Supply Co., which with its associated companies was host at the convention luncheon, was obliged by absence from Seattle to miss the convention for the first time. He telegraphed a greeting in which he mentioned that he had attended every other convention, including the meeting at which the Association of Pacific Fisheries was organized in 1914.

Troy Carey of Fibreboard Products, Inc., journeyed from San Francisco and kept his attendance record perfect at 28 salmon conventions.

With no golf tournament held in connection with the convention, the prizes donated by associate members were awarded by drawing as follows:

Walter Johnson, G. P. Halferty & Co., E. H. Edwards Co. barometer; *John Cuthill,* Alaska Packers Association, Standard Oil Co. "blender"; *L. A. Petersen,* New England Fish Co., Pacific Marine Supply Co., binoculars; *Pat Douglas,* Skinner & Eddy Corporation, Fibreboard Products, Inc., clock radio;

C. R. Hurst, Kadiak Fisheries Co., Nordby Supply Co. jacket; *William A. Fonken,* Nakat Packing Corporation, Serv-U-Meat assortment of meats; *Robert Dignon,* Northern Products Corporation, Plymouth Cordage Co., spinning reel; *Mike Goodman,* Whiz Fish Products Co., Seattle Marine & Fishing Supply Co., barometer;

George Willner, Nakat Packing Corporation, Linen Thread Co., travelling bag; *Robert E. Graham,* P. E. Harris Co., National Bank of Commerce wrist watch; *Ralph C. Rogers,* Pacific American Fisheries, Seattle First National Bank, clock; *Charles D. Alhadeff,* Whiz Fish & Products Co., Tibbs Cordage Co., matched luggage.

Canadian Halibut Commissioners Re-named

Richard Nelson, head of Nelson Bros. Fisheries, Ltd., Vancouver, B. C., and Harold Helland of Prince Rupert have been reappointed as members of the International Pacific Halibut Commission for a further period of two years. The other Canadian member is C. V. Ozere, assistant deputy minister of fisheries of Canada.

Canadian commissioners now are appointed for specific terms, but United States commissioners are named for indefinite terms, serving "at the pleasure" of the President.

B. C. Power Plans Shifted From Taku to Nass River

British Columbia's No. 4 Sockeye river—the Nass—is the latest target of the power interests. Frobisher-Ventures organization, which previously was concentrating on the Yukon and Taku Rivers, has shifted its sights southward because the Nass is wholly within Canadian territory and therefore not so subject to international complications in development.

Frobisher-Ventures have been surveying the Nass with a view to building a dam about 100' high and backing up the water of Meziadin and Bowser lakes to build a potential of 450,000 horsepower. The company is headed by Robert Anderson, who resigned as U. S. assistant defense secretary to succeed Thayer Lindsley, longtime president.

In a good year the Nass produces some 30,000 cases of Sockeye; in a poor one about 8,000 cases. It usually accounts for a good run of Springs and Cohoes. These would be affected by the dam and if the lake levels are raised some 10' beach spawning would be hard hit, according to fisheries men. In the lower reaches of the Nass there are runs of Pinks and Chums, but these would not be influenced by hydro development.

The Nass ranks next to Rivers Inlet as a source of Sockeye, the No. 1 and No. 2 rivers being the Fraser and Skeena. The area is largely undeveloped, and the proposed power development would be the first industrialization. Kitimat, location of the Aluminum Co. of Canada, is 132 miles to the south.

Originally Frobisher-Ventures planned a gigantic hydro-electric and metallurgical development, using waters of the Yukon diverted into the Taku, which empties into the Pacific near the Alaska border. While this has not been abandoned, the Nass is regarded as an easier and less costly undertaking.

Premier W. A. C. Bennett says that the salmon will be safeguarded on the Nass, but the company has not advised the fisheries interests of its intentions and no engineering with a view to establishment of fishways has so far been instituted.

Proposed utilization of the Nass, even though it is a Canadian river, carries a potential threat to Alaska fishermen who have in past years caught Sockeye in substantial numbers originating on the Nass. Nass Sockeye are notably larger than those of some of the other British Columbia streams.

Talk of Fantastic Dam Alarms Sockeye Industry

British Columbia salmon interests, from fishermen to the largest operators, and including national and provincial government officials, in early December were manifesting acute alarm over the proposals of the Moran Development Co. for hydro-electric development on the Fraser River.

Although recognized as promotional at present, the character of Moran's sponsorship and the speed with which it is gaining impetus is commanding attention and arousing fears among those concerned with the conservation of the salmon resource.

The company, said to be headed by Hans Eggerss, who recently retired as president of the Continental Can Co., has a project for construction of a 720' dam, to cost $500,000,000, creating a lake in the Fraser Canyon 165 miles long. A $200,000,000 aluminum plant is reported contemplated by other interests at New Westminster, using power from Moran.

Oscar Bergseth Elected Salmon Industry President

Oscar Bergseth, general superintendent of the New England Fish Co., was elected president of the Alaska Salmon Industry, Inc., at its annual meeting at the end of November.

Vice presidents are William Calvert, San Juan Fishing & Packing Co., and Charles Turner, Chignik Fisheries Co. Secretary-treasurer is Leo T. Kreielsheimer, Kadiak Fisheries Co., with W. P. Sharp assistant secretary.

Directors elected were:

Bristol Bay — Guy V. Graham, Libby, McNeill & Libby; W. B. Wootton, Columbia River Packers Association; L. G. Wingard, L. G. Wingard Packing Co.

Westward—W. H. Lilly Jr., P. E. Harris Co.; S. G. Tarrant, Pacific American Fisheries; E. E. Murray, Alaska Pacific Salmon Co.

Cook Inlet — Jack Lind, Alaska Year-Round Canneries Co.; Vance Sutter, Fidalgo Island Packing Co.; Joseph Fribrock, Snug Harbor Packing Co.

Kodiak Island — Charles Turner; William Calvert; Aubin Barthold, Alaska Packers Association.

Copper River and Prince William Sound—Joe Most, Copper River Packing Co.; C. F. Johnson, Port Ashton Packing Co.; M. G. Brown, Ellamar Packing Co.

Southeast Alaska, South — A. W. Brindle, Wards Cove Packing Co.; H. B. Friele, Nakat Packing Corporation; William Coyne, Annette Islands Canning Co.

Southeast Alaska, North — Charles D. Alhadeff, Whiz Fish Products Co.; Oscar Bergseth; Albert Thompson, Hood Bay Salmon Co.

1955 Spring Chinook Run Best Since 1938

The spring and summer Chinook salmon run in the Columbia River was the best since 1938, according to an accounting given to the Pacific Marine Fisheries Commission by Oregon biologists.

The summer run showed marked recovery from the all-time low of 200,000 lbs., to which the run dropped from 3,330,000 lbs. in 1938.

The recovery of the spring and summer runs in the Columbia River were attributed by Jack Van Hining and Al Schoning, biologists, to the present system of closures which gives protection to depleted runs; the effective screening of irrigation ditches in tributaries where these runs spawn: and stream improvement works in both Oregon and Washington, facilitating upstream migrations.

Salmon Industry Backs Bar Point Boat Base

The Alaska Salmon Industry has joined with the city of Ketchikan and other local groups in urging congressional approval for the Bar Point small boat harbor project. In a letter to the bureau of the budget, W. C. Arnold, managing director of the Industry, points out that "Ketchikan is the largest fishing and canning center in the Territory. Moorage facilities there are inadequate for the fleet and this circumstance works a hardship not only upon the industry but upon the city and its residents. I feel that the fishing fleet based at Ketchikan is limited in part at least, by the deficient moorage and harbor facilities for small boats of the type used."

Quest for Quality Begins Aboard Tuna Fishing Vessels Themselves

The first annual Raw Fish Quality mposium was held December 7 in ong Beach under the auspices of the alifornia Fish Canners Association, c., and in connection with a conrence on sanitation December 6, nducted by the National Canners ssociation and the fifth annual Tuna utting, December 8.

At the luncheon meeting of the na cutting, Dr. Roger V. Wilson, rector of customer research for the ontinental Can Company, was the eaker. Dr. Sven Lassen, research nsultant for Van Camp Sea Food ompany, was chairman of the cut-ng, as he has been for several years.

The symposium on raw fish quality incides with the awarding of a con-act to the University of California / the California Fish and Game epartment for technological work in study of problems of tuna refriger-ion at sea and in processing ashore. he study was made possible by the lotment of $10,000 from Saltonstall-ennedy funds.

Technological work will be under ie direction of Dr. Lionel Farber of ie Hooper Foundation, University of alifornia, with the assistance of laurice Stansby and John Dassow of ie Fish and Wildlife Service, Seattle.

The California Fish Canners Asso-iation will pay the costs of maintain-ng a technician aboard tuna fishing essels. Interviewers will conduct a una boat questionnaire program. uch a questionnaire will list specific oat information; details on refrigera-on equipment, such as number of ells, brine system, compressors, re-rigeration lines.

In addition, details on handling of una before chilling and chilling pro-edures will be included; brine make-p, freezing of fish, storage tempera-ure and fluctuation, and thawing pro-edures.

At the conclusion of work at sea, he fish in each lot will be examined, veighed and graded at the cannery n the raw and pre-cooked form. Shrinkage during freezing and pro-luct yield will be determined for each ot. Samples of the raw and pre-ooked fish in each lot will be sealed n cans and frozen for later salt an-lysis and chemical tests under Dr. Farber's supervision. Half of the re-naining fish in each lot will be canned nd heat processed as usual in oil but with no added salt.

The remaining half will be canned and heat processed with distilled water only added to the cans.

The canned samples will be examined and analyzed under Dr. Farber's direction for quality comparison and salt contents. Laboratory tests will include (1) grading of color; and (2) press weight under proposed tuna standards; (3) objective chemical tests; (4) degree of rancidity of the flesh oil in frozen samples.

In outline form, the entire project consists of (1) initial handling of fish at sea; (2) chilling; (3) freezing; (4) storing; (5) thawing. In each of the five divisions, of course, boat, cannery and laboratory tests play essential parts.

Advisory committee to Dr. Farber, etc. is formed of Dr. Frances Clark, California Department of Fish and Game; R. K. Pedersen, Star-Kist, Dr. Sven Lassen, Van Camp Sea Foods Co., Bill Hamm, Westgate-California Tuna Packing Co., and Herbert Davis, California Fish Canners Association.

Prospective King Crab Pack Selling Concerns Japanese

• King crab production of Japanese canneries will rise to about 500,000 cases of export grade within the next few years, in the view of the crab canners and exporters associations' executives, as expressed to *Pacific Fisherman* in Tokyo recently.

This increase is expected to come from further development of the Okhotsk Sea fishery, which was the mainstay of Japanese crab production in the years before the Pacific War.

Further increase in Japanese production from the Bering Sea King crab operations is not anticipated by the Japanese crab producers' association. This follows the thinking of the operators, who voluntarily have limited their production in recent seasons in the interest of conserving the resource while scientific studies conducted under the authority of the International North Pacific Fisheries Commission seek the biological facts needed in order to develop the basis for administering this high seas fishery on a basis of sustained yield conservation.

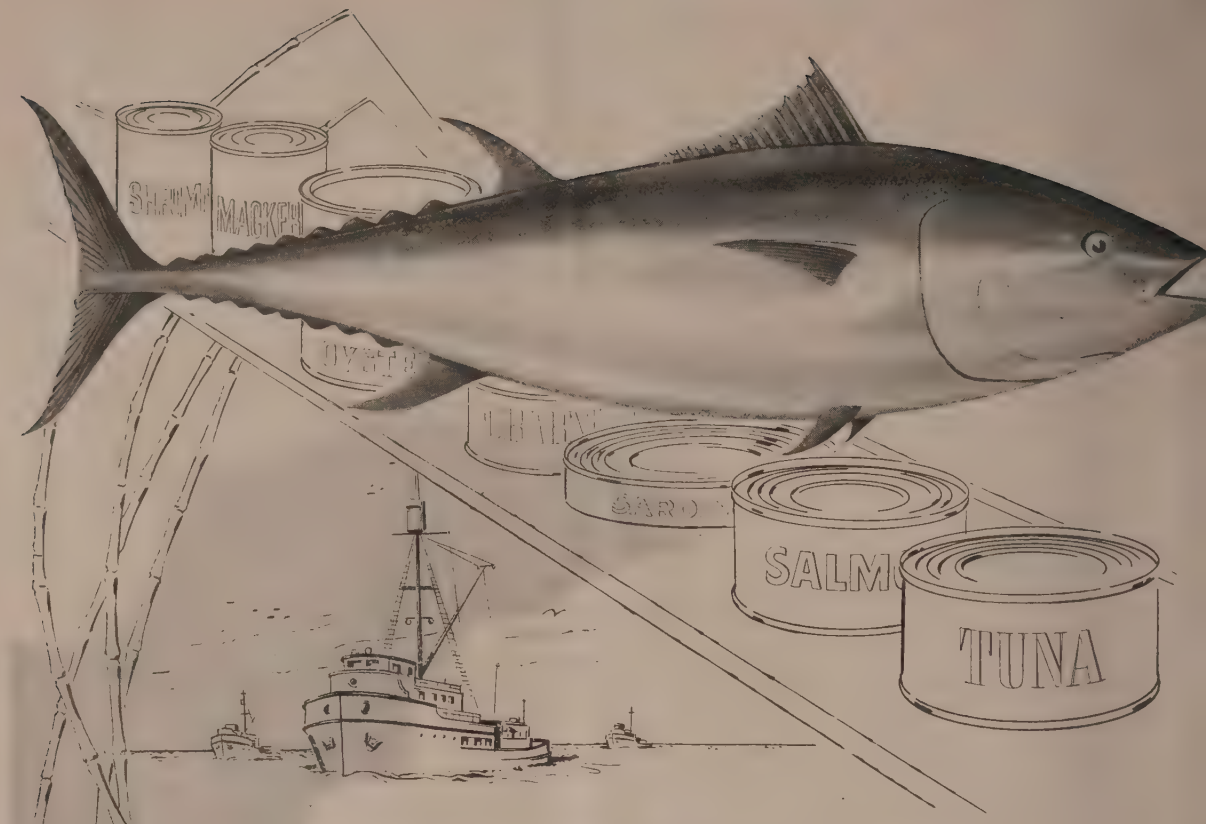
In 1955 Japanese crab canneries were permitted to operate in the Okhotsk Sea for the first time since before the war, and it is evidently anticipated that this production can be expended in future seasons.

The Japanese crab associations are frankly somewhat concerned with the problem of marketing the large prospective increase in their canned King crab. While it is not anticipated that the volume will exceed that which was marketed successfully in the United States—and to some extent in Great Britain—before the war, the rise of domestic crab canning in the United States, and the diversion of markets during the many years that King crab was virtually unavailable, give concern to the Japanese crab export association.

Forehanded policy of market promotion and development in *advance* of market increase in production is being planned by the Japanese King crab export organization. If this enterprise follows-through as presently contemplated, it should provide an example, unusual in sea product marketing, of market promotion in advance of crisis.

Anton Trutanic Joins P. E. Harris Co. Staff

Anton Trutanic, who joined the P. E. Harris Co. organization in Seattle last spring and spent the summer in Alaska, was recently appointed assistant traffic manager of that firm, and will accompany Nick Bez, head of the company; E. O. "Buck" Paup, sales manager, and R. E. Graham, traffic manager, to the N.C.A. convention this month. Mr. Trutanic, who was formerly in the custom-house brokerage business, is a cousin of Nick Trutanic of Star-Kist Foods, Inc., of Terminal Island.



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Giant Clippers

Building in Japan to Harvest Indian Ocean's Tuna Resources

Tuna clipper construction continues apace in Japan, with thoroughly modern steel craft of large size being added steadily to a fleet which already is by far the largest in this pelagic fishery with its steadily expanding horizons.

These vessels run up to 700 gross tons, 172′ long—substantially larger than any hulls ever built in the United States for tuna fishing, although the gross tonnage is only slightly larger than that of such converted vessels as the *Sea Lark*. These big vessels were converted fleet rescue tugs. While their gross tonnage is comparable to the largest of the new Japanese clippers, it is believed that the new long-liners building in Japan will have much larger cargo capacity than the 550 tons which the converted Americans can stow.

In November *Pacific Fisherman* was privileged to visit one—out of three—shipyards in Shimizu, one Japanese tuna port out of many.

In that single yard — Kanazashi Shipyard—there were four steel tuna vessels under construction. One of these was a giant of 700 tons, to be powered with a 1,200-hp. diesel engine. The other three were sister vessels of 350 gross tons, about the same as an American clipper of 127′ length.

These vessels are built of exceptionally heavy steel plate, all-welded construction. Hull form is full but exceptionally easy to drive, a characteristic perhaps traceable to the fact that the Tokaiku Marine Research Station at Tokyo has a modern model testing basin where improved hull designs are worked out to meet the special requirements of fishing duty

Insulation is unusual, consisting of "Alflex," built-up cellular plastic blocks composed of laminations of plastic corrugated in triangular section. Instrumention is entirely modern by any standards, consisting of radio, radar, echo sounders, gyro compasses, etc. This equipment generally is of Japanese manufacture, although a Sperry loran was noted on one vessel visited.

● Cost of the 700-ton vessel examined was reported as 150,000,000 yen by Bukichi Takano, managing director of the yard. This figures-out to $416,000.

700-Ton Clipper hull shows in the background of this picture, taken when **Pacific Fisherman** visited a shipyard in Shimizu, Japan, recently. DeWitt Gilbert, editor, has notebook in hand, standing beside Bukichi Takano, managing director of the yard. On the left, Shoichi Naito of Shimizu Foods Co., and on the right Kenji Sakai, editorial representative of **Pacific Fisherman** in Japan.

Most of the new tuna vessels seen were long-liners; although some skipjack vessels are being added to the Japanese fleet at the present time. These boats fish with live bait. Their catch goes almost exclusively into dried Skipjack and does not enter into the export trade.

The great long-liners are being built primarily for use in the rapidly-developing Indian Ocean fishery, which has proven astonishingly productive. They are said to be able to take their loads—around 1,000 tons of Yellowfin and Bigeye—consistently in trips of 45 days. Obviously, as they fish long-line gear exclusively, no time is lost in scouting for bait; nor is there any problem of keeping the bait alive after it is taken.

● One of the leading Japanese tuna clipper operators is H. Shinomiya, whose Sumiyoshi Gyogyo Co. operates a fleet of clippers, running up to 700 tons, out of Misaki, a fishing vessel center in the Tokyo area. He is an earnest believer in the future of the tropical tuna fishery and estimates on the basis of his vessels' actual experience, plus Japanese research findings, that *the weight of the tuna population of the seas exceeds that of the human population of the world's land masses.*

Questioned by *Pacific Fisherman* as to the seriousness of shark losses in the long-line tuna fishery, Mr. Shinomiya admitted that shark depredations were severe when long-liners first open an area to fishing. However, he finds that the shark population dwindles rapidly under the effect of the fishery, and becomes negligible by the time an area has been long-lined for three months. Thereafter it can be fished with only nominal damage from the in-coming sharks.

Examination of the Japanese markets for tuna reveal that only a small part of the present production enters the export trade. Japan uses *all* of its Skipjack domestically; and the great majority of its lightmeat tuna. The Albacore and the smaller sizes of lightmeat are exported, either canned or frozen for subsequent canning.

Japanese tuna producers feel that the amount of tuna which could be produced from the Indian Ocean and the high seas around the Australian Continent is virtually unlimited, and that the consuming capacity of the markets is the only restriction upon output.

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B.C. Packers Acquire Stock In Coast Oyster Co.

British Columbia Packers, Ltd., announced in Vancouver early in December acquisition of a "substantial interest" in the Coast Oyster Co. through purchase of a block of stock from Vern Hayes, vice-president of the company, which has headquarters in South Bend, Wash., having moved its principal office there from Seattle about a year ago.

Mr. Hayes at the same time was reported as announcing that he had disposed of an equal quantity of stock in the oyster company to Chicken of the Sea, Inc., a marketing subsidiary of the Van Camp Sea Food Co. of Terminal Island, Calif.

For about two years Coast Oyster Co. has been packing canned oysters and oyster stew for marketing by the Van Camp organization under the *Willapoint* label, controlled by *Coast*, and various Van Camp labels.

The Canadian announcement said that all sales of fresh and frozen oysters marketed by Coast Oyster Co. would in future be handled by British Columbia Packers, Ltd., or its subsidiaries.

California Tuna Operations — November, 1955

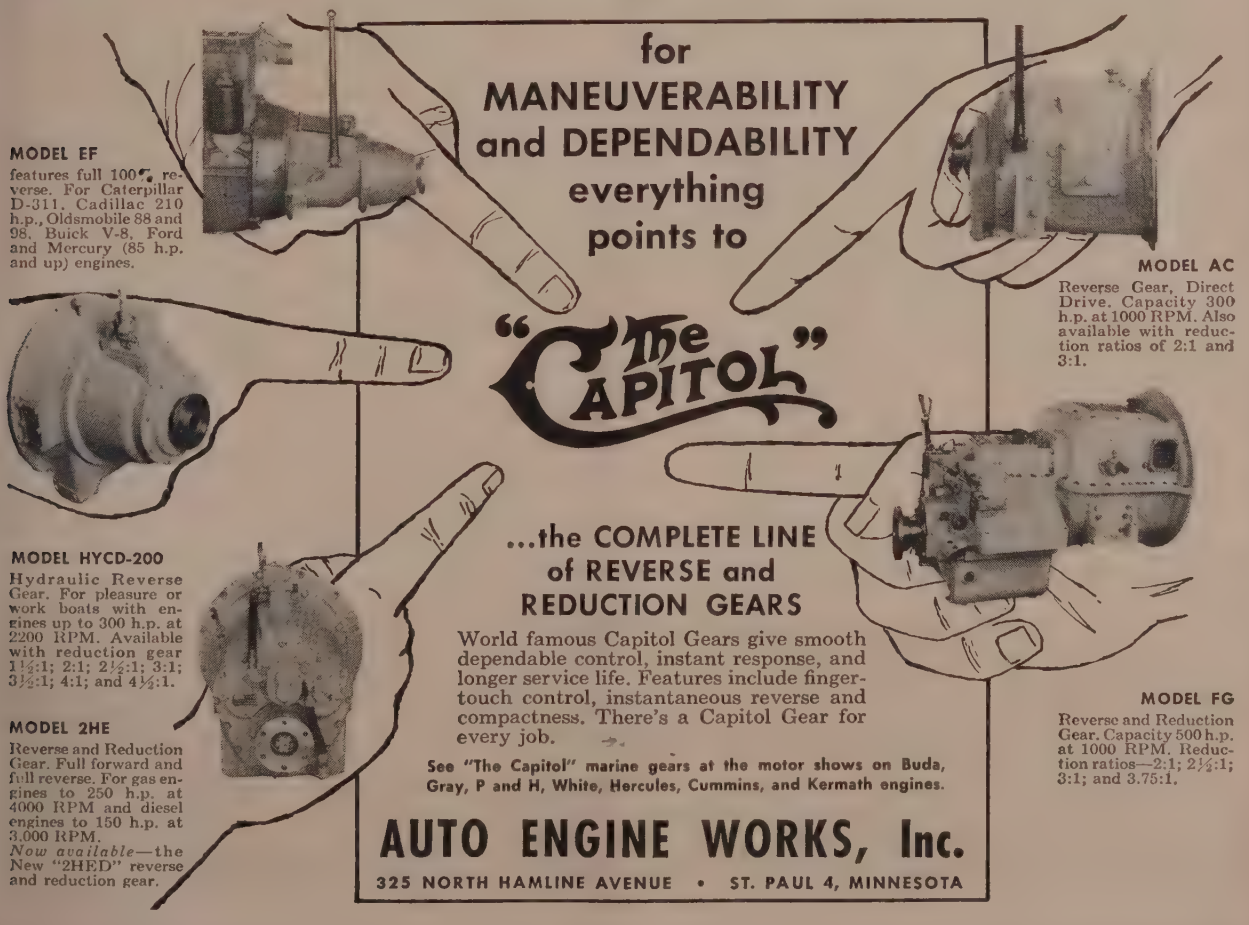
(Approximate figures for tonnage and total case pack)

San Pedro		San Diego		Combined
Species	Tons	Species	Tons	Tons
Yellowfin	4,575	Yellowfin	3,792	8,367
Skipjack	3,450	Skipjack	2,613	6,063
Bluefin	613	Bluefin	22	635
Albacore	2,106	Albacore	868	2,974
Bonito	10			10
Yellowtail	4			4
			7,295	18,053
Total	10,758			
Pack in cases	551,207	Pack in cases	355,769	886,976

B. C. Herring Fishing is Good Despite Late Start

• British Columbia's herring fleet did not leave port until late—because of a price dispute—but when it did, November 10, there wasn't much difficulty in making up for lost time. The first production bulletin issued by the Fisheries Department at Vancouver showed a catch of 27,634 tons at November 26.

While the ihitial quota set for the productive lower east coast area was 40,000 tons, the department raised this to 50,000 tons in view of the apparent abundance. During the first few days a fleet of more than 60 vessels was active in the area. There were few big catches—the biggest was about 200 tons in a single set—but most of the fishermen fared well.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Lines in the Sea

• Japanese opinion—public, fisheries industry and governmental—is particularly sensitive on the subject of "lines," especially the "Rhee Line" and "The Line"—the latter being the 175th meridian of West Longitude, established by the International North Pacific Fisheries Treaty as a provisional line to divide the salmon stocks from which Japan agrees to abstain from those open to her fleets.

The principle of abstention, which is the essential element in the treaty by which the three nations seek to conserve the fisheries of the North Pacific, raises no resentment in Japan. It appears to be accepted fully, and to be recognized as a practicable and equitable means of meeting a problem inherent in the conservation of fisheries shared among nations.

Not so "The Line"—or *any* line.

Abstention is accepted in Japan as a realistic approach to a realized problem, an intelligent solution to which no objection is raised; but "The Line" is graven deep in the national consciousness of the Japanese.

• "Lines" are abhorrent to the Japanese to a degree not altogether easy for Americans and Canadians to comprehend. The Japanese see a distinction between "abstention" in support of a principle, and "abstention" bounded by a "line."

Their experiences with "lines" is unhappy. First, of course, there was the "MacArthur Line"; although Japanese opinion generally does not appear to resent that line, accepting it as a temporary military measure, protective rather than punitive.

The "Rhee Line" is something else again, and has made *any* line utterly anathema to the Japanese people. Be it remembered that in January, 1952, President Rhee of the Republic of Korea proclaimed the "Rhee Line," far beyond normal territorial waters, within which fishing was reserved to Koreans. Originally, it was also tied to a "Defense Zone," abolished in August, 1953, a month after signature of the Korean truce. Throughout the entire period, and not halted since 1953, Korean armed vessels have seized Japanese fishing vessels on the high seas when they have been apprehended within, or near, this line drawn by President Rhee.

The number of vessels so seized exceeds 100. Japanese fishermen still interned in Korea, under conditions said to approximate imprisonment, stood at 636 at last available count.

The loss suffered by Japan due to the "Rhee Line" is not alone in vessels and in the suffering of men. They count it a grave loss of national dignity; and a serious economic drain as well—for from the high seas within the area of the "Rhee Line" the catch of Japanese fishermen formerly averaged 220,000 tons per year, largely of mackerel and trawl fish.

• Japanese opinion, public and official as well, holds the United States responsible in some degree for the Rhee Line and the seizures made in its name.

Why? Because they feel that the Republic of Korea could not sustain it without the tacit support of the United States. Moreover, in proclaiming it Syngman Rhee cited the Truman Proclamation as justification of his action; and is, not the Truman Proclamation the official doctrine of the Unites States, the Japanese ask.

It is difficult to explain that the Truman Proclamation was concerned with conservation of ocean fisheries, and has not actually been applied; while the Rhee Line had nothing to do with conservation, was entirely unilateral, and has been applied destructively against a neighboring nation. Though they listen to this explanation, the Japanese still feel that the "Rhee Line" would not exist if it were not for the Truman Proclamation.

• Then there's a pearl shell line which Australia has drawn along her north coast. These are waters where the pearlers of many nations, Indonesia, Australia, Japan and others, have dived for shell for centuries. The Japanese contend that, of the three most productive areas lying in the high seas off her northern coast, Australia has reserved two to her pearlers alone; and requires that the Japanese remain 10 miles off-shore in the third.

Here is another "line" which the Japanese find intolerable, the more so because it is drawn in the sea by a dominion of the British Commonwealth, historically the prime defender of the doctrine of narrow territorial waters and the freedom of the high seas.

Japan is carrying the problem of the Australian pearling line to the World Court. In the meantime, her fleets keep clear.

• From such experience, plus the implications which they see in any line scribed by metes and bounds in the face of the sea, comes the Japanese abhorrence of the line which, running down the meridian of 175° West Longitude, marks the western boundary of the area within which they have abstained from fishing salmon and halibut and herring; and which, by its very existence, they feel brings the voluntary character of that abstention into question.

"When science can determine where our stocks are separate, or where Asian and American salmon intermingle, then there will be no need of a 'line'; for, knowing the area of division of intermingling with the sureness of science, we three nations can readily abstain from fishing there at all.

"Having knowledge, we would need no line. Having the tripartite treaty, we have the means of gaining that knowledge; and we have the means of abstention from fishing based upon knowledge and understanding, rather than upon an abhorrent 'line' with all its implications."

These are the words and thinking of the editor of a Japanese fisheries journal. They are worthy of careful consideration, for in them lies strong argument for accelerated and unremitting scientific search for the ocean secrets of the salmon; and in them may lie the longer future of international conservation in the ocean fisheries of the North Pacific.

(*EDITOR'S NOTE* — After this article was written reports were received from Japan that the Republic of Korea Joint Chiefs of Staff had issued a warning that R. O. K. vessels will fire upon and "if necessary, sink" Japanese fishing vessels "violating" the Rhee Line.)

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PACIFIC Fisherman's NEWS

JANUARY 1956

Few Clippers Deliver After Strike's End

Only one or two tuna clippers had returned to port with tuna taken since the end of the cannery workers' strike as this issue of *Pacific Fisherman's News* went to press. However, many had cleared customs for the fishing grounds, and fishing was reported good off Baja California. *Independence,* on her maiden trip, returned Nov. 23 to port to unload at Westgate-California.

There were many boats in port, however, with fish to be unloaded. This had been held under refrigeration since the beginning of the cannery workers' strike in September. Canneries were working hard to process this fish, including the newly reopened High Seas plant in San Diego. Several tuna boats during the tie-up went north to Monterey or Astoria with their tuna.

Katie Lou, fishing for National Canning Co. at Puerto Rico, was reported seized by the Ecuadorian government for alleged violation of that country's fishing laws. However, the clipper was later released without fine.

With the exception of three purse seiners, manned by AFL crews, which returned to port in November with Bluefin, there was little activity on tuna with the net boats. *Vagabond* was reported ready to sail as this issue went to press, fishing for the $270 Yellowfin price, hitherto unaccepted by the CIO fishermen.

J. J. Andresen Dies Aboard His Boat

The *Badger,* 40' Seattle troller, was found beached near Oak Harbor, Whidbey Island, in mid-November, with the body of Joseph J. Andresen, owner and operator, aboard. He apparently had died of a stroke. He had been fishing off Westport, and was last heard from at Port Angeles, where he had put in for repairs on his way home.

Alaska Re-Hearings Show Swing to Area Licensing

• Second round of Alaska hearings on 1956 Alaska Fishery Regulations, concluded early in December, left observers with the impression that the regulatory program, with its intensity-control aspects, was about crystallized.

The follow-up hearings were held at Cordova, Anchorage, Kodiak and Dillingham, in the districts which would be affected most importantly by the FAWS proposals to control fishing intensity by means of licensing.

At the conclusion of the hearings unofficial observers had the impression that prevalent opinion in the Alaska areas concerned was largely in favor of licensing which would provide a measure of control upon the concentration of fishing effort.

Thinking in the Service, as indicated at the hearings, appears to be turning away from proposals to limit license to those who have established a historical record of participation in Alaska fisheries; and toward unrestricted licensing of individual fishermen, but with licenses good only for use in one area in one season.

Such a program, which would prevent fishermen from ranging from one area to another as the salmon runs moved or seasons opened and closed, naturally is being actively opposed by the freezerships and other operators of floating plants, and also by some organizations of non-resident fishermen.

Another source of opposition is the Alaska Fisheries Board, which late in November wrote John L. Farley, FAWS director, saying: "After due consideration, the Board has taken a stand at this time in opposition to area licensing for salmon fishing in any form, largely on the grounds that it is un-American in principle and could very well lead to regimentation of all fishermen."

Alaska re-hearings, held subsequent to the writing of this letter, indicated sharp popular disagreement with this position. This was particularly notable at Cordova.

Harold Grotle Retiring From Halibut Union

Harold Grotle, who has been a fixture in the Deep Sea Fishermen's Union of halibut fishermen for a quarter-century, this winter told the membership that he would not be a candidate for re-election as secretary-treasurer at its spring election.

"Fifty years in the halibut game is long enough", "Happy" told them.

Twenty-five years of service to the Union ends this spring for Mr. Grotle, who was Seattle agent for a number of years, and then succeeded the late Pete Gill as secretary-treasurer.

Seiner "Bear" Burned

The purse seiner *Bear,* owned by the Icy Straits Salmon Co., burned and sank off Eliza Island, near Bellingham, just before the early close of the Puget Sound salmon season. Skipper Jack Xitco and James Hepburn, the only men aboard, were taken off by a gillnetter.

The *Bear,* valued at $15,000, went down in shallow water, with part of the mast projecting, but was regarded as a total loss.

Two Men Drowned, Boat Missing

Body of Alex Pepin of Westport, Wash., owner of the 47' fishing boat *Wilma S.* was found on the beach near Ocean City early in December, and that of Arvid Fakari, his crew, was washed ashore near Copalis a day later. The *Wilma S* had been on Puget Sound, leaving Blaine for Westport Nov. 23, and no trace of her had been seen since.

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Joseph Silva, 72, a fisherman out of the port of San Diego for more than 50 years, died at his home in late November. He is survived by his widow, Mary; two sons, Ernest and Albert, and two grandchildren.

5th Clipper of National Steel Series Launched

Another tuna clipper from National Steel—this time the *Missouri*, sister ship in steel to *Dominator*, *Cabrillo*, *Independence* and *Concho*.

Propulsion for this clipper is the same as that for the *Independence* and *Concho*, a Fairbanks-Morse 960-hp. Model 38D8⅛ 6-cylinder 720 rpm, opposed piston, direct reversing marine diesel, using Western Gear's Sea-Master 3:1 reduction gear, Model 210MGV230.

John A. Cuneo, vice president of sales for the Fairbanks-Morse company, was one of the principal speakers at the launching, December 3. He spoke enthusiastically of the future of the tuna fishing industry and said that there will be many more boats such as the Missouri, and her sister ships, to bring home life-sustaining tuna. In his speech he brought out what might at times be considered conflicting interests of boat-builder, fisherman, marine supplier, etc., finally resolved and producing the "joy of another ship to fish the high seas".

C. Arnholt Smith, president of National Steel & Shipbuilding, began the launching ceremony. John Bate, port director of San Diego, recently returned from the Orient, was a speaker, as was Captain Loren H. Seeger, commanding officer, Coast Guard Group, San Diego. John M. Murphy, sales manager for National Steel, was master of ceremonies. Mrs. Earl L. Combest, wife of one of the boat's owners, christened the vessel, with Mrs. Harry L. Robinson, wife of another owner, as matron of honor. Both are from Kansas City.

Other owners in the boat, which will fish for Westgate-California Tuna Packing Co., are Robert D. Edmond, Theodore P. Bentz, M. E. Buesking, M. J. Coen and W. Harry Vance, all of Kansas City.

George A. Stevens, veteran tuna clipper skipper and former captain of the Carol Virginia, will take the Missouri on her maiden voyage. Stevens' brother, Garnett, is also in the tuna clipper fleet and is part owner of the *Carol Virginia*.

Right. Rev. Monsignor Joseph N. Trivisonno blessed the clipper.

The launching was followed by a cocktail party and dinner at the Kona Kai Club in San Diego.

To the 800 people attending the launching, most of whom associated in San Diego's tuna industry, it was encouraging to hear Mr. Cuneo state that "everything is favorable for a successful future for the tuna industry."

"Ocean Pride" Founders With Load of Tuna

A storm off the Oregon coast sent the tuna clipper *Ocean Pride* to the bottom, mid-November, off Cape Lookout.

The crew was rescued by a Coast Guard cutter. The vessel first suffered engine trouble while fighting heavy winds. Her skipper was Julio Balio, and Frank Perry of San Diego is the managing owner.

Ocean Pride was YP-618, converted by Lynch Shipbuilding after World War II.

About 180 tons of tuna was destined for an Astoria cannery.

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California Albacore Catch 21 Million Pounds in 1955

• California Albacore landings—U.S. vessel catch—for 1955 were approximately 21,000,000 lbs., Harold Clemens, California Department of Fish and Game biologist, told the Pacific Marine Fisheries Commission at Seattle in December.

This compared with 23,244,000 lbs. landed by the domestic fleet in California in 1954. The decline he attributed to the effect of the California tuna cannery strike and the price decline, which diverted some vessels from Albacore fishing to salmon trolling.

Mr. Clemens said that experimental longlining for Albacore during the year had indicated that this method of fishing is altogether effective on longfin tuna—when and where they are present in quantity.

He did not imply that Albacore necessarily could be taken on longline gear when jigging and livebait fishing were ineffective.

Study of the tag returns from Albacore tagging showed that, with only one exception, the tags recovered in the coastal fishery showed a northerly movement; and that there was direct relationship between the apparent distance traveled and the days of liberty after tagging.

Of the Albacore tagged in the coastal fishery, 0.7% of the tags have been recovered. Of the tags fixed by California researchers to Albacore, two have been recovered in the Japanese coastal fishery and two others in the Japanese mid-ocean fishery in the general vicinity of 180°. One Albacore, tagged in the same group with one of the fish making the transpacific trip, was recovered the following year. The possibility that this individual may have made an oceanic round-trip is not supported by any direct evidence.

John Gharrett, retiring Tri-State coordinator, announced that the commission is engaged in negotiations with the Japanese in an effort to bring about an oceanwide tagging of Albacore, with tags affixed in the American coastal fishery, that of the Hawaiian Islands, the Japanese mid-ocean longlining in the vicinity of Midway Island, and the coastal fishery of Japan itself.

Troller Changes Hands

Thomas Failes of Arcata, Calif., recently bought the Eureka salmon troller *Crest* from Lloyd Root of Crescent City.

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American Tunaboat Association's

Outline For U. S. Policy On Commercial Fisheries

Allied Tuna Industries, San Diego, headed by David Carsten, heard Senator Kuchel (R-Calif.) in late November state he would sponsor legislation to establish quotas on tuna imports and to create a federal department of commercial fisheries.

At the meeting, attended by about 43 San Diego businessmen whose enterprises depend heavily upon the tuna industry's future, Harold F. Cary, general manager of the American Tunaboat Association, outlined the problem now facing the tuna fishing industry.

Mr. Carsten said the trend in the tuna fishing industry has been "progressively and inexorably downward" and "the government role in arriving at a solution assumes greater importance as our efforts fail to halt the trend."

Senator Kuchel stated that he would sponsor the above-mentioned legislation "on the basis of economic needs of the coastal areas of the United States."

• The American Tunaboat Association, in a letter under signature of its president, Joseph E. Penacho, and addressed to the Department of Commerce of the United States, has presented a series of recommendations which the group believes will be effective in helping correct the depressed situation in the tuna industry and . . . in other sea fisheries of the United States.

The letter is specifically addressed to Harold C. McClellan, assistant secretary for International Affairs of the Department of Commerce.

The recommendations were made, the letter states, after preliminary discussion with some representatives of the New England fishing industry, the shrimp industry of the southern states, the sardine and mackerel fisheries of Southern California, and the salmon, halibut and related fisheries of the Pacific Northwest. Such discussions are based on the belief that depressed conditions on sea fisheries of the United States arise from a common cause.

First necessity, the A.T.A. declares, is for Congress "to state a policy for the commercial fisheries of the United States." Suggestion for such a policy is offered in this specific wording:

"A joint resolution of Congress should state that the commercial fisheries are a necessary adjunct to the food producing economy and to the defense potential of the United States, and that maintenance of their well being promotes the general economic welfare of the nation. It should state that it is the intent of Congress that the commercial fisheries, in their several parts and collectively, are to be kept in a healthy, prosperous and productive condition, comparable to that intended for other parts of the food producing economy.

"Important facts in this policy are that the food resources, through research conservation, and management when necessary, shall be kept at that level which makes possible the maximum sustainable yield of food and by-products, and that fisheries based on these resources shall not be permitted to suffer serious injury from imports; this to be done in such a way as to have the least adverse effect upon foreign trade".

One of the most interesting recommendations of the Association is that domestic governmental functions concerning *commercial* fisheries be concentrated in one executive department of the government . . . and this the Department of Commerce . . . and *the official in charge should be an Assistant Secretary on the policy-making level.*

Further recommendation follows this line: "All functions with respect to the commercial fisheries now vested in the Fish and Wildlife Service should be transferred to this new office . . . We wish clearly to stress at this point that this recommendation implies or intends no criticism adverse to personnel now handling these functions in the Fish and Wildlife Service . . .

"To the existing functions, which can be transferred, others should be added to provide for the fishermen of the country in general many of the same services the government now provides for other food producers."

The Association believes that requiring special attention are the following:

Economic facilities, primarily involving economic research and reporting.

Loan credit facilities: fishermen should have sources of credit similar to those provided by the Farm Credit Administration and the Banks for Cooperatives. The Association recognizes that the recommendations under this category will require new legislation or modifications of existing law.

The need for marketing facilities and protection from serious injury from imports is thoroughly covered in the letter to Mr. McClellan. Scientific facilities for conservation purposes and cheaper harvesting are required.

In the international fisheries field, the Association takes the stand that the Department of State must depend on a domestic branch of the government to provide the "technical and domestic political know-how" as differentiated from the "diplomatic and international political know-how."

In the McClellan letter the idea is advanced that reporting of foreign market conditions, production, etc., is fragmentary and uncorrelated; that representation by the United States on International Fisheries Commissions should also be correlated; that there is further need for correlation of representation at International fisheries conferences.

Quoting from the letter: "In comparison with the amount of money spent by the United States Government on its own fisheries, vast sums have been spent aiding fisheries of other free nations."

Further quotation: "In no field of international relations have the fisheries of the United States been more severely damaged than in actions under the several Trade Agreement Acts."

Mr. Penacho's letter concludes: "We believe the steps we have outlined are necessary. We believe they are totally in the public interest."

Warren Johnson

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Second Sardine Dark Promising To Net Vessels

San Pedro's sardine fishermen were looking forward to resumption of sardine fishing with some optimism at the beginning of the second dark, as far as supply was concerned.

During the first dark, which began when Fishermen's Cooperative Association negotiated a unique and rather complicated contract with individual canneries, the catch was 30,710 tons. Settlement was based on a price of $40 a ton. The season for 1954 through been delivered from the first 20 days of fishing. The price of sardines, after the 30,000 quota is reached, drops to $40 a ton. The season for 1954 through November 29 produced 45,701 tons.

During most of the fishing during the first dark, boats were on individual limits set by their respective canneries. The average purse seiner was able to produce about 200 tons during that dark.

Top sardine boats, manned by CIO crews, with tonnage about 400, included *City of Los Angeles, San Pedro Boy, Progress, Star of San Pedro, Sea Rose* and *Marauder.*

Net boats found Jack mackerel in good supply and also Pacific. From January 1 through the end of November, 7,702 tons of Jack had been delivered, more than for a similar period in 1954; but Pacific tonnage for 1955 was less than for last year.

Sardine and mackerel fishing from Ensenada was also reported improved in early December.

Tuna Clipper Lost Off Oregon Coast

Tuna clipper *Ocean Pride,* Capt. Julio Balello, was sunk off Cape Lookout, Oregon, in a 60-70 mph. mid-November gale, with some 290 tons of tuna bound from San Diego for the Van Camp cannery at Astoria, which had recently started up after a long shutdown.

The crew of 13, suffering from exposure, were rescued by the Coast Guard cutter *Yocona;* but their personal belongings, cut adrift in a 16′ dinghy, were presumed lost. The 128′ *Ocean Pride* was valued at about $300,000, and her tuna fare at $80,000. Her managing owner was Frank Perry of San Diego.

The vessel began leaking November 11, when she called for help; then heavy seas broke through the bait tanks aft and flooded the shaft-alley. The *Yocona* took her in tow, but to no avail; and the Coast Guardmen are given credit for the skill and courage shown in taking off the crew.

The men rescued—who were landed at Astoria and flew home to San Diego — include Capt. Balello; E. J. Rabello; Salvador Ignacio; Jose Ferreira; Guilherme Gonsalves; Joe Cordosa; Mario Dicola; Don Garcia; Manuel Canara; Chet Manning; Joaquin Dores; Jimmy Lewis and Nezimo Balello.

Pumping Sardines from the hold of the Monterey seiner "Endeavor" at Stearns Wharf, Santa Barbara. The fish were trucked to Monterey for canning.

Eureka Crab Pot Makers Expect Alaska Business

Manufacturers of crab pots and other crabbing gear at Eureka were looking forward to the arrival of representatives from Alaska this fall, reportedly in search of these items. Pots made at Eureka sell for between $25 and $30. Local demand for pots has been light, due to the poor season, resulting in a plentiful supply. Meanwhile about 125 pots confiscated by the California authorities were offered at auction late in October.

Floods Damage Spawning

● Extensive damage was caused in important salmon spawning areas in British Columbia in November by severe flood conditions on several rivers.

Most seriously affected was the Pink salmon spawning in the streams of the lower Fraser, and Chief Supervisor of Fisheries A. J. Whitmore reported that in several instances the results indicated a state of disaster, with only about 10 percent survival probable.

Perhaps the hardest hit were the important spawning grounds in the lower sections of the Chehalis River, tributary of Harrison River. Here an excellent spawning escapement estimated at 60,000 Pinks and 30,000 early Chum salmon was virtually annihilated. The spawning grounds, heavily seeded, suffered a state of violent disruption and a loss up to 90 percent is not unlikely, said Mr. Whitmore. Heavy Pink seedings in the Chilliwack River system including the Vedder suffered less damage, but even there losses up to 50 percent of Pink and early Chum spawning are expected to materialize.

Fortunately the good Pink seeding in the Harrison appears to have escaped due to size and stability of this important spawning stream.

Damage to the salmon spawning areas in the lower Fraser streams will almost certainly be reflected in the Pink run returning in 1957, but a saving factor is that a larger percentage than usual of this year's Fraser spawning escapement reached points above Hell's Gate. These, generally, escaped the effects of the storm.

Losses of Sockeye are expected to be relatively less than in the case of Pinks, but Loyd Royal, director of the International Pacific Salmon Fisheries Commission, said that such areas as Weaver Creek and the Birkenhead might suffer a loss of 50% and the Pitt River as much as 75%. The important Chilko and Adams River would not be affected.

Know-How and New Gear Given Credit For Good Trawl Catch

● Puget Sound trawlers closed 1955 with one of the best total catches in the history of the drag fishery, according to data reported to the Pacific Marine Fisheries Commission by Arthur Palmen, Washington Department of Fisheries biologist.

He said that 1955 catches would approximate 46 million pounds, just about the same as in 1954. All-time high for the fishery was 49 million pounds, landed in 1945 under the stimulus of wartime demand, when even turbot was marketable.

He ascribed the heavy fishing of the past two years to several factors, of which perhaps the most important was the increased know-how of the fishermen and the greatly improved efficiency of their vessels.

This latter trend he particularized by reporting on a group of 20 Puget Sound trawlers. These vessels were selected for study because they had been engaged continuously in the fishery since 1952, with full data available. They were not selected on any other basis, and are regarded as entirely representative of the vessels which have consistently engaged in trawling.

Equipment of 20 Puget Sound trawlers:

Item	In 1952	In 1955	Percent now
Echo sounder	20	20	100
Radio d.f.	17	19	95
Loran	6	20	100
Radar	0	5	25
"Fish-finder"	0	4	20

The data shows also that in 1952 these trawlers, on the average, were equipped to fish to 144 fathoms. In 1955 the average of the group could fish at 240 fathoms.

Average horsepower is up also, from 144 to 152.

The Palmen paper mentioned two other new items of equipment which are gaining acceptance in the fleet and give promise of adding to its efficiency. These are the provision for drum trawling, which permits the wings of the net to be spooled onto the trawl drums after the doors have been unshackled. Two vessels of the group are so equipped.

The other device mentioned is the cable meter by which the exact amount of warp run is measured by a friction wheel, which eliminates the necessity of marking cables, and the errors which can arise from missing the marks.

Records for the Puget Sound catch of 1955 show landings of English sole and true cod up very sharply. Moderate advances are noted in the case of rockfish and Dover sole. Petrale and Pacific Ocean Perch, however, are noted as registering sharp decline. In the case of petrale this is traced to depletion, while market weakness and weather have combined to hold-down the ocean perch landings.

Veteran Chinese Foreman Passes

Kong Sue Saiget, for 31 years Chinese foreman for the Union Fishermen's Cooperative Packing Co. at Astoria prior to 1946, died recently in a Los Angeles hospital, aged 65. Since leaving the Union Co-Op he had conducted a restaurant in Los Angeles.

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Tri-State Commission—Vincent Thomas, California, on the left, and reading to the right: M. T. Hoy and Robert Jones, Oregon; Robert J. Schoettler, Washington; Richard Croker, California, chairman; John Gharrett, coordinator.

Stepped-Up Drive on Depletion Aims at Protection of Spawners

• Driving against depletion by seeking to protect spawning, the Pacific Marine Fisheries Commission at Seattle in December voted closure curtailment on seasons for troll King salmon, petrale sole and sablefish.

In each instance the action taken supplements previously existing size limits, and seeks to strengthen species abundance by safeguarding the stocks at time and place of spawing.

The closures voted are outlined in the adjacent box.

• *UNEXPLAINED DECLINE* in the run of Columbia River Fall Chinooks was largely responsible for trimming two months off the ocean trolling season for this species in 1956. Continuation of the closure into other years will be decided upon when initial effect of the action can be measured.

Decision to take this drastic step was reached after comprehensive presentation of research data by scientists of the three Pacific states, Alaska and British Columbia.

They were generally in agreement that a serious situation was impending as result of the collapse of the Columbia River *fall* run following 1950, and that something should be done to get more spawners into the Columbia.

Admittedly, they agreed, the troll closure was only one of many necessary steps—but it was one which needed to be taken; along with examination of means by which sport fishing could share in the protective measures; and stream improvement; and strictures upon gillnet fishing in the Columbia. Goal of the combined restriction is doubling of the spawning escapement.

Robert Parker, chief biologist of the Alaska Department of Fisheries, summed it up rather well:

"Alaska's troll King catch of 1955 was the lowest ever. Our recent tagging confirms the dependence of the Alaska troll King fishery upon the Columbia River and British Columbia streams. As many as 78% of our troll salmon tag returns are from the Columbia; and most such Alaska troll salmon have been found to be above-Bonneville fall Chinooks.

"Size limit is not enough. Closures of time and place are more effective. *The decline of the Columbia River fall Chinooks is a calamity for the*

What the Tri-State Fish Commission Did—

1. Acted to reduce the 1956 King salmon trolling season by two months, with Oregon and Washington fishing opening April 15 instead of March 15, and closing Sept. 30, instead of Oct. 31. (California's season already runs from May 1 to Sept. 30.)

2. Decided that landings of petrale sole in Oregon and Washington should be closed from Feb. 1 until April 15, 1956; expect that a tolerance of 6,000 lbs. of this species per trip would be allowed during this period.

3. Approved recommendations to prohibit landings of sablefish during the months of November and December.

Coordinator and Predecessor—Milton C. James, newly appointed coordinator of the Pacific Marine Fisheries Commission, left, and John Gharrett, his predecessor, who resigned to become assistant administrator for Alaska fisheries.

Standing Up and Speaking Out—In the upper panel **Bert Johnston,** left manager of the Fishermen's Cooperative Association, and **Floyd Wright** of the Columbia River Packers Association speak of ocean salmon from the midst of troller groups. Lower left, **Elmer Astala** of Astoria also talks on trolling. Listening in the right corner is **Dan Reyburn,** then **Arthur Theberge** and **Veikko Romppanen. Fred Husoy** of Prince Rupert was a spokesman for the considerable group of Canadians.

entire coast, one from which are *all* are suffering.

• *PROTECTED DEEPS*—The closure on landings of petrale sole during the period from Feb. 1 to April 15 specifically was to protect the spawning stocks of this species which have been found to accumulate at this time in certain deep holes discovered off the coast in recent years—notably "Esteban Deep" off the Vancouver Island coast.

Peculiarly, the petrale populations in these deeps are composed almost entirely of mature spawners, according to the data presented by D. L. Alverson of the Washington Department of Fisheries, who presented the case for seasonal closure. Moreover, the deeps are virtually deserted except for the brief period of concentration-for-spawning.

Oregon and Washington were committed to the new closure—and Canada has indicated informally that its concurrence could be expected. In California the authorities were not prepared to announce adherence, but decision was reached to go forward with the program regardless, as delivery of closed season catches to California ports was rated uneconomic.

The 6,000-lb. tolerance allow for petrale per trip was accepted as a means of permitting retention of a reasonable amount of this species taken in the course of fishing on normal grounds for other species. At the same time, it was felt that the tolerance was not so large as to tempt draggers to work the deeps. Mr. Alverson estimated that the 10-weeks closure would give 90% protection to the petrale in the spawning deeps.

• *SURCEASE FOR SABLE* — The case for sablefish protection was not as clear-cut as for salmon and petrale —not that evidence of depletion was lacking, but that the effectiveness of the counter-measure was open to doubt.

The November-and-December closure was in effect a compromise from the Oct. 15-Nov. 30 closing recommended by the biologists.

It seemed obvious that, acknowledging the need of further protection than that afforded by the minimum size limits for sable adopted last year, the commission was trying a moderate reduction of fishing time, perhaps unconsciously groping for a fortuitous formula which would reverse the creeping depletion reported by the researchers.

In the case of halibut, depletion was reversed by closing nursery grounds, shortening the period of fishing, eliminating some forms of gear, and imposing a catch quota. Cumulative effect of these measures had been to leave the fish on the grounds a little longer. This addition to average life, with its growth and additional spawning, was enough to start the curve of abundance rising.

Something like this is being sought in sable; but without enough research to show clearly just *what* is needed, and in what degree.

• *RESPONSIBILITY OF SPORT*—Throughout the Tri-State Commission meeting's consideration of salmon problems ran an ever-recurring theme:

> *"The commercial fisherman is blamed for the whole drain on the resource and his activities restricted for its rehabilitation. Why should not sport fishing also*

Chief Biologists—Robert Parker, Alaska; Donald Fry, California; Donald Johnson, Washington; Fred Cleaver, Oregon.

share in the responsibility for depletion and the restraints seeking to reverse it?"

Logic of the lament evidently appealed to the commission, for the meeting closed with the adoption of

Researchers — Donald McKernan, FAWS administrator for Alaska fisheries; Al Pruter, Washington sablefish specialist; Harold Clemens, California Albacore scientist; Al Aplin, California trawl studies specialist.

an official statement of position on behalf of the commission, which said:

"The Pacific Marine Fisheries Commission adheres to the prin-

Investigators — H. Heyamoto, Washington troll salmon scientist; E. P. Hughes, California troll specialist; Nick Pasquale and Sieg Kiemle, Washington biologists.

ciple that, in order to manage any fishery properly for the benefit of the people, all segments of the fishery should share in the conservation program, and in restrictions, when these become necessary.

"Because of the differing natures and intensities of the various phases of a fishery, regulations cannot be uniform, but should fit the circumstances. An over-all conservation program must take into consideration all the types of commercial and sport fishing, as well as envision environmental factors affecting the resources where this is possible."

● *THE SPORT CATCH* — Definite data as to the importance of the sport fishing drain on salmon, especially Silvers, and particularly on Puget Sound, was reported by researchers. For example, it was shown that the sport fishery took 45% of the *entire run*, including escapement, of Silver salmon represented by five marking experiments on Puget Sound.

Breakdown of the fish accounted for in these five markings gives:

Distribution of Run	Percent
Sports catch	45
Puget Sound, commercial	11
Ocean troll, commercial	14
Hatchery returns	30
Total	100

● *TRI-STATE CHANGES* — The 1955 meeting of the Tri-State Commission brought a number of changes, of which the most notable was the resignation of John Gharrett, who has been the commission coordinator and director since its inception.

Mr. Gharrett asked to be relieved to permit him to accept a position with the United States Fish and Wildlife Service, where he will become Alaska assistant administrator for commercial fisheries, serving at Juneau under Donald McKernan, administrator.

His position with the Tri-State Commission will be filled by Milton C. James, former assistant director of the Fish and Wildlife Service, and more recently executive director of the International North Pacific Fisheries Commission.

For 1956 the chairman of the commission will be Robert J. Schoettler, Washington director of fisheries, with Robert Jones of Oregon vice chairman and Richard Croker of California secretary. The next meeting will be held in California.

Following its policy of requiring regularity of attendance on the part of members of its advisory committee, the commission announced appointment of new members as follows:

Washington — John Plancich and Barney Nilsen.

California—William Riley.

Oregon — Mark Edmonds, Ray Gildner, A. J. Conger Jr., Floyd Wright.

Canada and Alaska observers at the Tri-State Fisheries Commission meeting: Dr. Don Milne, Fisheries Research Board of Canada; Stuart Furney, B. C. Packers, Ltd.; Clarence Anderson, Alaska director of fisheries; Granville Boothby, The Canadian Fishing Co.

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Solid Throughout	Non-Magnetic
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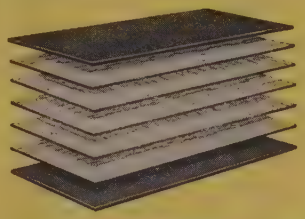

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Dave Wilson, left, sales representative for Continental Can Co., shares in awarding a first-place Fishermen's Fiesta Boat Parade trophy to John Vicovich, center. Right is William Bullock of San Pedro, who was chairman of the 1955 Fiesta. Vicovich is skipper of the **Sea Hawk,** which won the sweepstakes trophy, of which Continental Can was the donor. Crofton Diesel Engine Co. is responsible for the perpetual sweepstakes trophy, shown in Mr. Bullock's hands.

SAN PEDRO SEINE SETS

● *DAVE WILSON,* sales representative of Continental Can Co., presented first place trophies to 1955's Fishermen's Fiesta boat parade winners at a dinner given at Mary Star of the Sea auditorium. . . Chairman Bullock of the Fiesta was given a special trophy, a miniature fisherman mounted on an onyx base. . . Reese H. Taylor, president of the Union Oil Company, has been named a director of the Corporation of Protestant Episcopal Church, Los Angeles. . . Dominic Vukovich, 74, died in Tacoma in October. . . Mr. and Mrs. Gilbert Van Camp Jr. served as San Pedro chairmen for Homecoming Day ceremonies, Occidental College. . .

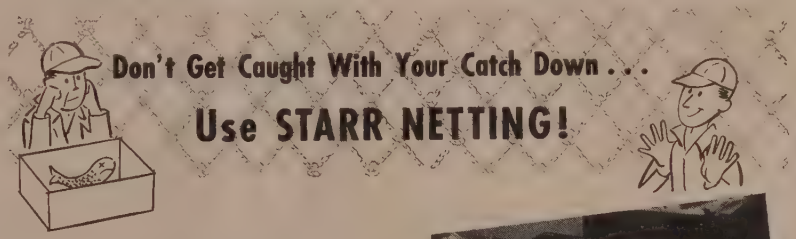
STEVE GORGAS and Violet Sunjka became husband and wife in recent ceremonies at Holy Trinity Catholic church in San Pedro. . . She is employed by Star-Kist Foods and he is a fisherman. . . Another fishing industry marriage: Thelma Antoinette Gradis and Tony Gino Lauro. . . Stanley Brummel was the speaker at the installation ceremonies of the Fishermen's Cooperative Auxiliary in November. He is executive secretary of the Commercial Fishermen's Inter-Insurance Exchange, San Pedro. At the installation Mrs. Jerry Thomas and Mrs. Matt Bodul were named the auxiliary's women of the year. The installation was planned by Mrs. Paul Biazevich. . .

EVA APPLE, daughter of Mr. and Mrs. Tony Apple of San Pedro, has announced her engagement to fisherman John Martinis, son of Mr. and Mrs. Matt Martinis of Everett, Wash. . . . Ed Nichols, manager of C. J. Hendry's store in San Pedro, has been elected to the board of directors of the San Pedro Community Hospital. . . . Darlene Relstab became the bride of Marty S. Mezin in a San Pedro ceremony at Mary Star of the Sea. He is the son of purse seiner skipper, Nick Nezin. . .

JACK R. WEST has resigned as chairman of the San Pedro's Chamber of Commerce harbor affairs committee. He is head of an advertising agency in Los Angeles, but lives in San Pedro. . . *J. A. Russo,* 41-footer, exploded and sank in Catalina harbor in November. Phillip Rugnata, owner and skipper, and crew of two, left the boat in a small skiff and rowed ashore to the Island. The explosition took place about 1 a. m. . . Young Borti Petrich, president of Dana Junior High School's A-9 class, presented a picture of President Eisenhower to the school on behalf of the board of education. . . . *Anthony M, American Venture,* and the *California* docked in November with good loads of Bluefin tuna taken on the high seas off Mexico.

First Trip Excellent

The new steel tuna clipper *Independence,* has completed one of the most successful maiden voyages of a bait boat. Under J. Mellusi, she fished on the high seas off Baja California, returning to port November 23. The vessel fishes for Westgate-California Tuna Packing Co., San Diego.



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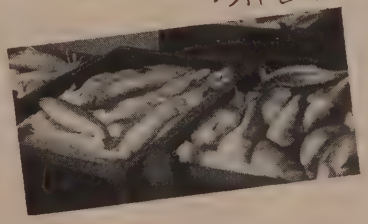

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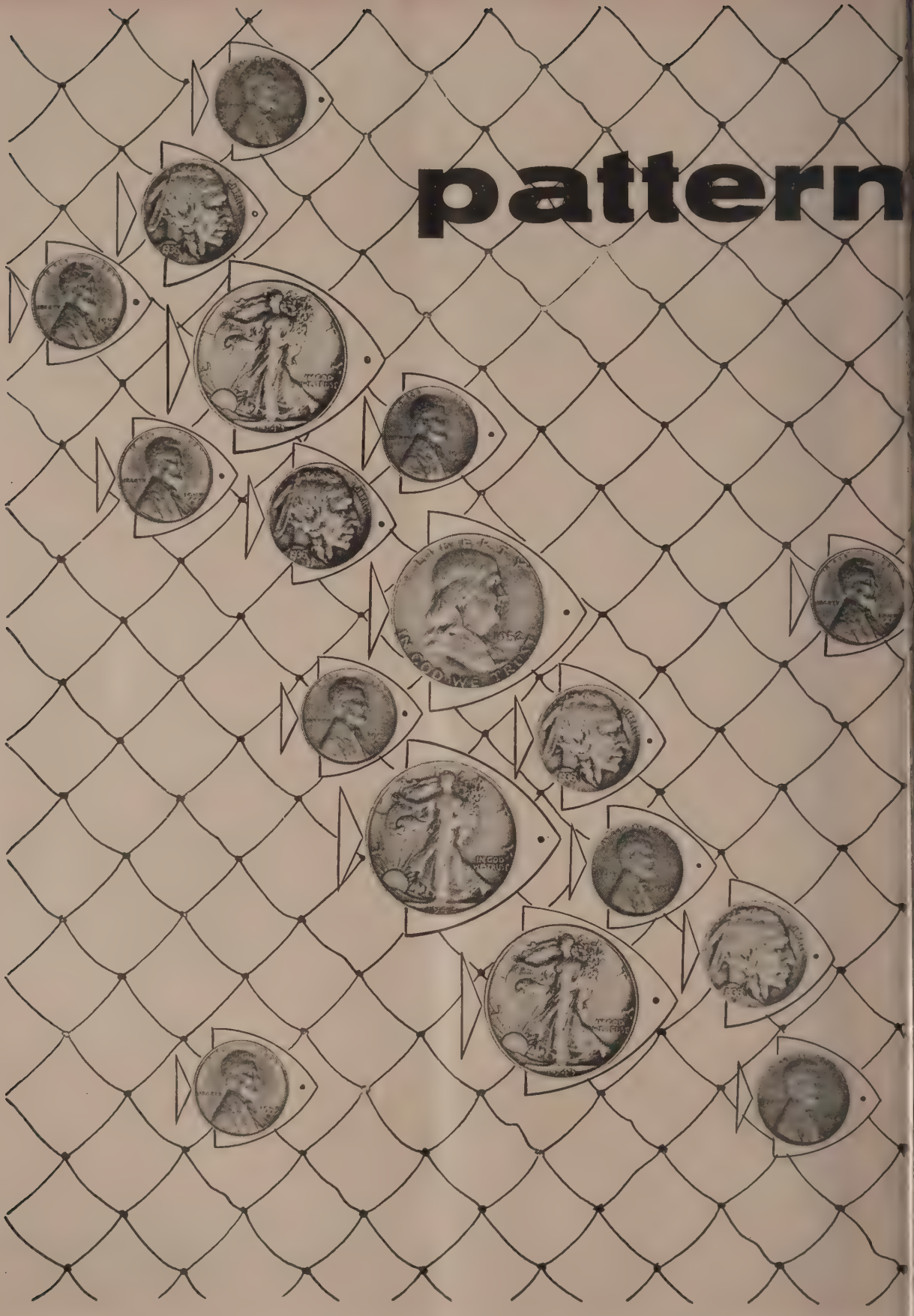
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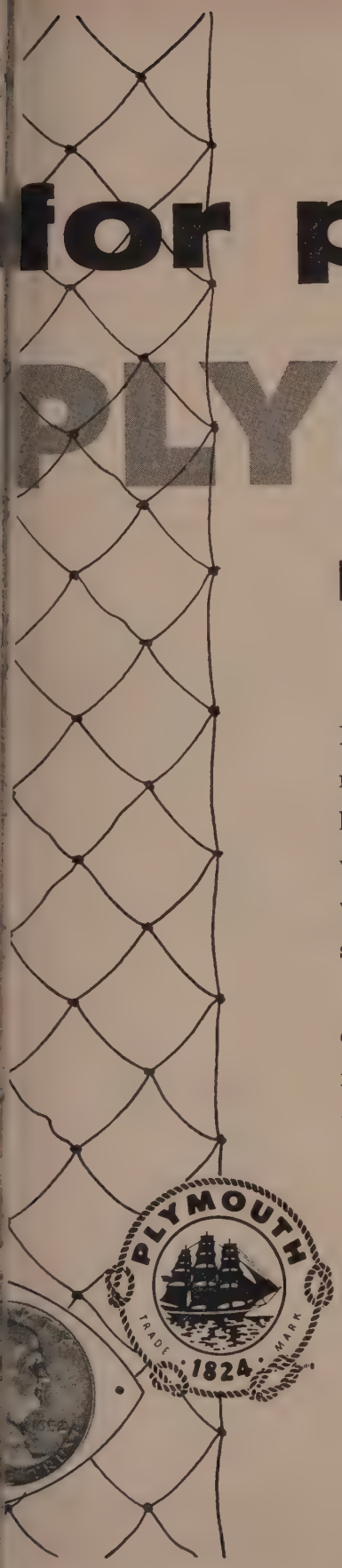

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Standard Engineer's Report

CASE HISTORY

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FIRM *Joe Balestrieri, San Francisco, Calif.*

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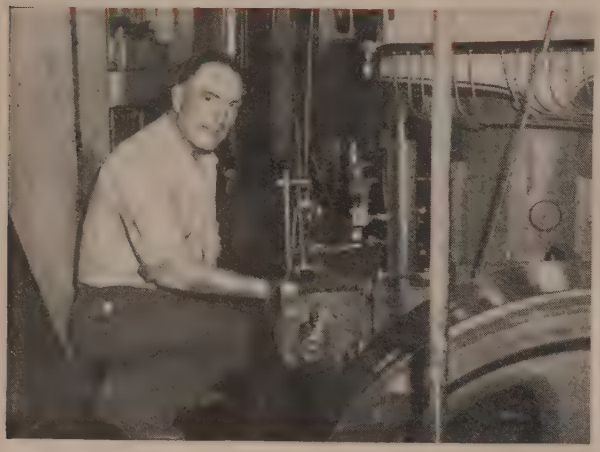

"WE'VE NEVER HAD TROUBLE with injectors or fuel system parts in the many years we've used Standard Diesel Fuel," says Joe Mezzina, Engineer of the M.V. Dorothy Ann. "This 110 h.p. Atlas works hard, too, bucking heavy seas and tides a week at a time without stopping. But because Standard Diesel Fuel is always delivered clean and burns clean, the injectors stay in perfect working condition. I haven't replaced a single injector in the five years the Atlas has been in our boat."

STILL WARM FROM 6 DAYS OF STEADY RUNNING when photographed, this injector shows very little deposit —none on tip. Special precautions aboard the M.V. Dorothy Ann keep Standard Diesel Fuel as clean as delivered. This does away with the main cause of excessive wear on fuel system parts.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative, or write to 225 Bush St., San Francisco.

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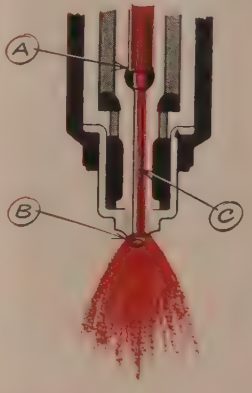

A. Complete distillation and cleanliness prevent wear of fuel system parts.

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25%-of-Market Quota Wins Strong Backing

• Proposal that Congress provide quotas limiting imports of fish and fish products—notably tuna—to 25% of the apparent requirement of the American market received strong support at a Tacoma hearing Dec. 5 by Pacific Northwest boat builders and fishermen.

The hearing was before U. S. Senator Warren G. Magnuson, chairman of the Committee on Interstate and Foreign Commerce, with Congressman Thor C. Tollefson sitting-in on behalf of the House, where he is the ranking minority member of the Committee on Merchant Marine and Fisheries.

Case of the tuna industry, many of whose clippers were built in Tacoma, was featured by the argument of Hervey M. Petrich of the Western Boat Building Co., with interests in 10 clippers, who said in part:

"We feel that a quota of 25% of our annual market for tuna should be allowed to the Japanese — and no more. If our government will not see fit to place this restriction upon these imports, then we must get out of business."

Mr. Petrich implied that the U. S. State Department was not candid in expressing its policy with respect to encouragement of the Japanese in the fisheries, and demanded more comprehensive information as to its actions and intentions.

The quota limiting imports to 25% of apparent market found strong support in the presentation of Charles M. Bevis, secretary of the Tacoma Shipyard Association. His proposal would apply not only to tuna but to all fish and fish products, and was expressed thus: "A quota limiting imports of all fish and fish foods from foreign countries to 25% of the American market would have an immediate stabilizing effect on the fishing industry, and would be quickly reflected in an upturn in the commercial boat building industry . . . Our inseparable partner, the commercial fishing industry, is being sorely dealt with and is threatened with irreparable damage from uncontrolled, ever mounting and completely inequitable competition from imports of foreign caught fish . . . Both the fishing industry and the boat building industry are basic essentials in our nation's struggle for survival in time of war or serious emergency."

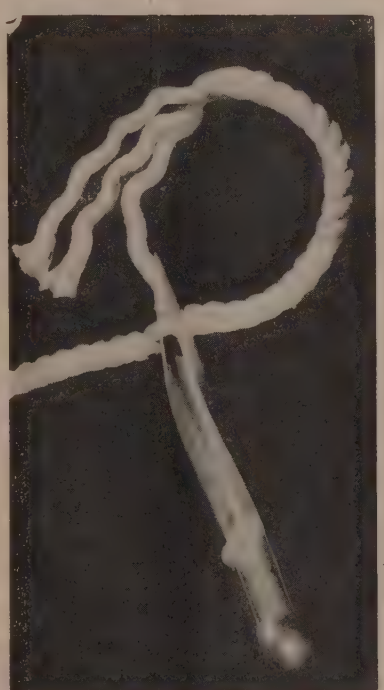
Import troubles of the tuna industry were not the only subject dealt with.

The salmon situation in the North Pacific came in for strong presentation with George Johansen, secretary of the Alaska Fishermen's Union; Paul Martinis Jr., representing the Purse Seine Vessel Owners Association in the Everett district; and Mike Barovic, representing Alaska freezerships, appearing as witnesses.

They all argued strongly for governmental aimed at effective limitation upon the high seas fishing activities of the Japanese until such time as scientific research conducted under the International North Pacific Fisheries Treaty could determine the extent to which these Japanese operations draw upon salmon of American origin.

Mr. Martinis was specific in his recommendation, saying: "We believe at least a 50% reduction in the Japanese catch should be established until the parent streams of the fish can be determined. No time should be lost in carrying on an extensive tagging program. Curtailment of the Japanese catches are a *must—even if re-negotiation of the treaty is necessary.*" (NOTE—Emphasis indicated was provided in Mr. Martinis' written copy.)

In addition to the presentation bearing directly on the fishing industry, R. D. Ladd, general manager of the Pacific Marine Supply Co., discussed the effect of imports of supplies and equipment as well as food upon the American marine supply trade and manufacturing industry. Other aspects of the problem were discussed, either in personal appearance or by filing written information, by Lowell Wakefield of Wakefield's Deep Sea Trawlers, Inc. and a number of other witnesses representative of the shipbuilding, shipyard workers, metal trades and commercial interests generally.



Commercial fishermen have enthusiastically greeted the advent of the new Payne Rope Splicer. This revolutionary new splicer makes splicing a far less tiresome task and no longer is it necessary to have frayed rope ends when splicing is completed, according to fishermen who have used it. They also say it eliminates the job of tying or taping loose rope ends. It can be used on ¼" to ¾" rope. Payne Splicer, Modesto, Calif., is the manufacturer.

"Commonwealth" Is Lost On Palmyra Reef

The long career of the *Commonwealth,* which began at Tacoma in 1910, ended in November on a coral reef at the entrance to the lagoon of Palmyra Island, near the Equator 1,000 miles south of the Hawaiian Islands.

The one-time halibut schooner, above 100 ft. in length and built to the lines of the Grand Bankers, came to grief when the helm failed as she was nosing into the lagoon. There were 11 persons aboard, including one of her owners, Chris Dahl of Petersburg, Alaska, and Seattle; and Mr. and Mrs. Herald O'Neill of Seattle, where Mr. O'Neill is an attorney specializing in fisheries law.

The people remained aboard for several days, but eventually abandoned the vessel. At last report Dean Kayler, partner with Mr. Dahl in the Kayler-Dahl Fish Co., which owned the vessel, did not expect that she could be salvaged, due to lack of facilities at Palmyra and the distance from Honolulu.

Commonwealth was perhaps the largest and proudest of all the true schooners in the halibut fleet. After she quit actual fishing she served the Booth Fisheries Co. for years as a refrigerated carrier, running halibut from its cold storage at Sitka to Prince Rupert and Seattle. Later she passed into the hands of the late O. L. Grimes, from whose estate she was acquired by the Kayler-Dahl interests, who hold a 75-year lease on Palmyra Island.

The *Commonwealth* was employed for a time in experimental fishing for tuna in the vicinity of Palmyra.

Alaskans Fire Shot at Ocean Salmon Fishing

● Rising tide of resistance to the development of an ocean net fishery for salmon rolled higher in November with the adoption by Alaska's Fisheries Board of a strong position which declares:

"A high seas fishery without knowledge of the origin of the salmon stocks harvested precludes the successful management of the streams in Alaska on a sustained yield basis."

The Alaska Fisheries Board then went on to demand that:

"High seas fishery for salmon, except by trolling, in the North Pacific be prohibited until at least such time as research can determine, among other things, the degree, location and time of intermingling between salmon stocks of Alaska and Asia, thereby insuring that management principles can be intelligently applied to give the maximum sustained yield of salmon."

This language of course calls for prohibition of ocean fishing by Asian countries, but in order that this fact should not be understood as to hinder domestic action, the demand goes on to say that "a high seas fishery for salmon must be prohibited to insure that the commercial salmon fishery of Alaska be preserved."

The board's declaration sets forth that salmon stocks can give best yield of food, and are best subject to conservation controls, when they are fished only when, with the onset of sexual maturity, segregation begins as to the races of salmon divide and move toward their spawning streams.

National Grange Favors Import Quota on Tuna

The National Grange at its 89th annual convention in Cleveland late in November adopted a resolution favoring a 25% quota on imports of tuna. This was reported to *Pacific Fisherman* by Mrs. Florence McDougall of the "Farmer of the Sea" Committee of the California State Grange, who was in attendance.

Another resolution asked that imported fish canned in the United States be identified as of foreign origin. The Grange asked investigation of the threatened withdrawal of Marine Hospital facilities from fishermen.

The National Grange proposed to set-up in its organization at the national level a Committee on Fishing which would provide its Washington headquarters with accurate information on fishing and the industry's problems, in order that the Grange might act effectively in national legislative matters.

Pelican Packing Buys Pyramid Fisheries Co.

Pelican Packing Co., operating a cannery and cold storage at Pelican, Alaska, and the Sitka Cold Storage Co., on Nov. 30 acquired all of the capital stock of the Pyramid Fisheries Co. with a cannery at Sitka.

Ownership of the Pyramid company resided in the John T. Tenneson Estate, Frank Wright Jr., P. S. Ganty and J. J. Conway. Mr. Ganty is manager of the Pelican company's operations.

Pelican interests this fall also acquired the Icy Straits Salmon Co. from the interests headed by Mrs. Jeanice M. Welsh.

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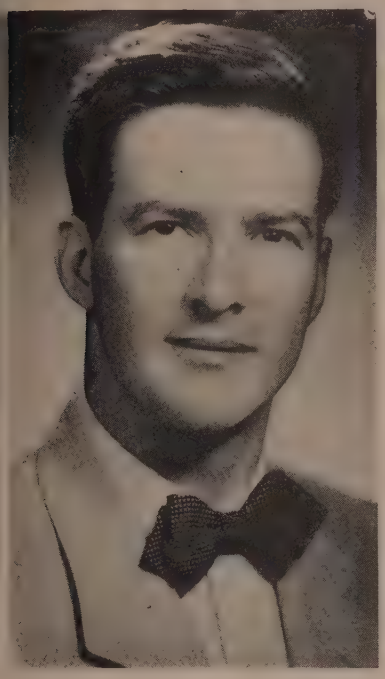


R. A. Harmon, recently appointed district sales manager, Twin Disc Clutch Co., Racine, Wis.

R. A. Harmon, Twin Disc Dist. Sales Supervisor

N. F. Adamson, Vice President-Sales, Twin Disc Clutch Co., Racine, Wis., announces the appointment of R. A. Harmon as district sales supervisor. He will be responsible for coordinating geographical marketing and general supervision of the activities of Detroit, Los Angeles, Newark, Cleveland, New Orleans, Rockford and Racine branch sales offices.

Mr. Harmon has been connected with sales engineering since joining Twin Disc more than eight years ago. He has served as field representative, eastern district sales engineer, and as Manager-Dealer Sales.

G-M Places Hunter In Charge of Diesel Sales

Appointment of Robert E. Hunter as general sales manager of the Detroit Diesel Engine Division of General Motors is announced by Semon E. Knudsen, general manager of the division. Mr. Hunter has been director of sales, General Motors Diesel, Ltd., of Canada. He replaces E. F. Bentley, who is on special leave of absence.

Mr. Hunter joined General Motors in 1937, at the Pontiac Motor division, and has been an executive of the Canadian organization since 1949.

In-Mar Gets Nordberg Line in L.A. Area

In-Mar Company, a subsidiary of Wilmington Boat Works, Wilmington, Calif., has been appointed distributor for Nordberg marine engines in the Los Angeles-Long Beach harbor area, and including San Diego.

Pieter J. Bykerk is general manager of the new company. Nordberg engines were formerly sold and serviced in Southern California by the H. G. McKinney Co. Mr. McKinney died early in 1955.

Well-known Skipper Now Raytheon Representative

Fred Emerson Lawton, a widely-known master marine, has been appointed a marine sales representative for Raytheon Manufacturing Co. He will make his headquarters at the electronics firm's home plants in Waltham, Mass., but his activities will embrace all the sales districts within the country.

Mr. Lawton is a veteran of 30 years' service at sea. During World War II he held the rank of commander in the Naval Reserve, and served as commanding officer in the Pacific, Atlantic, and Mediterranean theaters of war. His experience also includes many years of yacht racing, as crew member, mate and master.

Why Radar-Equipped Ships Have Collisions

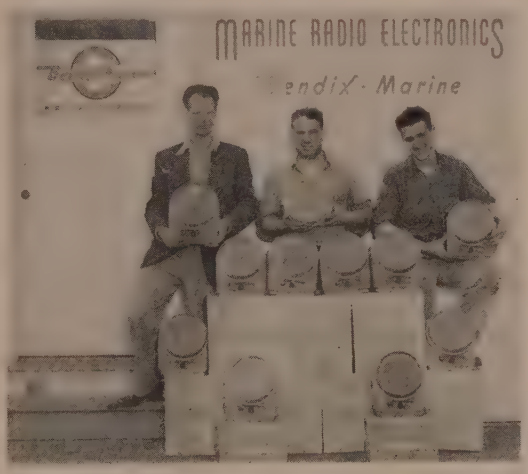
Why some ships still have collisions, even though radar-equipped, has been the subject of an intensive study by Raytheon Manufacturing Co., which comes up with the following major categories:

(1) Radar not turned on; (2) Not properly adjusted; (3) Improper action by operating personnel; (4) "Radar hypnosis".

Raytheon, a major producer of marine radar equipment, has collected and presented detailed information covering these causes in a 20-minute motion picture film entitled "Safe Passage", recently previewed in New York, which should contribute greatly to the understanding of radar by all vessel operators.

Prints of the film for free showing to interested groups are being distributed by the public relations department of Raytheon Manufacturing Co., Waltham 54, Mass.,

Fred Emerson Lawton, appointed marine sales representative for Raytheon Manufacturing Co., Waltham, Mass., covering all sales districts in the United States for Raytheon radar systems, electronic depth-sounders, etc.



Echo sounders by the ton—stocked by Marine Radio Electronics, and Mercury Marine Electric, these Bendix sounders were installed on San Francisco crab boats for the start of the new season. In the picture, C. Neumiller of Marine R. E. is on the left, with Frank and Tom Mercurio of Mercury Marine.

New Chris-Craft Engine Outlet for Southern Calif.

John Pope Marine Services, Wilmington, Calif., has been appointed Southern California marine distributor for Chris-Craft engines. The sales and service of this marine engine line is under the direction of David Sirota, partner with Mr. Pope.

The engines were formerly sold under the H. G. McKinney Co. of Wilmington. Mr. McKinney died early in 1955.

Bolstad Is Picked For Westinghouse Controls

Bolstad Sales & Service, San Pedro, has been appointed distributor in the Los Angeles harbor area for Westinghouse marine controls, in an announcement made by James Graham, representative for the industrial products division of Westinghouse Air Brake Co. in Los Angeles.

Marine Industrial Supply Co. continues to serve as distributor for the controls in the Long Beach area.

Ernest Hammer To Sell Chrysler and P & H Motors

Ernest Hammer, with long experience in the marine and industrial engine field, has joined the staff of Industrial and Marine Engines, Wilmington, Calif.

Mr. Hammer will work with Emil Riutta, president of the company, and will sell Chrysler and P & H engines in the marine field, as well as the company's other engines in the industrial field.

Raytheon Appoints a New Marine Sales Engineer

Robert S. McCarthy, Jr., has been appointed a field applications engineer for Raytheon Manufacturing Company's marine sales department.

Mr. McCarthy, who spent three years at sea as a mate, holds a commission in the naval reserve as a communications officer.

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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$20.00 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

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FOR SALE OR LEASE: Marine engine repair shop, completely equipped and ready to go. Construction, concrete walls and steel frame windows, with 4-room apartment above. Docks and floats for ten or more boats. For information write Box 369, PACIFIC FISHERMEN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE: New 40'x11'3"x5'6" Monk-designed troller hull; similar to M & I, DAWN and DING HOW. Complete with tanks, bow iron and rudder. Tripple & Everett Marine Ways, Inc., 1636 West Spokane Street, Seattle 6, Wash. Phone AValon 3381.

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FOR SALE OR LEASE: Modern salmon cannery in biggest producing area on Puget Sound. Crab and bottom fish available. Write Box 293, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE: SEINE BOAT "SEA-IT-TWO". 46', 1948, 165 G.M. power, 50 watt KAAR, Box 796, Pelican, Alaska.

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FOR SALE—Steel boat, Monk design, 48'x13'10"x 5½', built 1948, 2200 gal. fuel cap. (double bottom) gross 31 tons, sleeps 6, fully equipped, priced right. C. M. Negstad, 943 Solano Ave., Albany, Calif.

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BUSINESS OPPORTUNITY. Wanted to manufacture and market patented vacuum powered deep sea tuna fishing pole, now in active demand. Testimonials on file. L. N. Hagerman, 1320 S. W. 10th Avenue, Portland, Oregon. Call CA 8-3681.

HAPPY NEW YEAR and good fishing to all our friends and customers—See us in 1956 for Commercial boats of all types. FRANK SIMON ASSOCIATES, Berth 205A, P. O. Box 834, Wilmington, Calif., TE 5-3101.

Wm. L. Paul Heads Alaska Native Group

The Alaska Native Brotherhood, in annual convention at Petersburg in late November, elected William L. Paul, Sr., grand president, with Herbert Bradley of Wrangell vice-president; Cyrus Peck, Juneau, secretary, and Robert Martin, Kake, treasurer.

Tarantino on Trawler

Sammy Tarantino, one of San Francisco's best known fish boat skippers, is now skipper of the trawler *Leonette*, owned and operated by A. LaRocca & Sons, San Francisco.

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Cry of "Fish" Takes Albacorers South Again

The reappearance of Albacore off San Diego and the Mexican coast, coupled with settlement of the cannery strike, drew the tuna fleet south again during the month of November. This reversal of the usual pattern left Moss Landing practically empty of trollers as boats hastened to join in the late season fishing. Reports indicated most boats were getting from a half ton to a ton a day. With the $330 a ton price offered by the canneries it brought fishermen into the black. For the first time in several years skippers made the remark they were satisfied with the Albacore season.

At this time it is not known whether the fish have always been that far south this time of year or whether this is an unusual movement of tuna.

Sardine Seiner Sinks Off Southern Calif.

While fishing sardines and with nearly 70 tons aboard, the *New Saturnia*, out of San Pedro, sank off Laguna Beach in mid-November. All 11 men aboard were saved by the *Saint Rita*.

The weather was stormy and while the crew was scopping in the catch, high waves poured into the open hatch, swamping the ship. The crew abandoned the boat in a skiff.

New Saturnia was built in Tacoma in 1936 and had Anthony Pilato as owner, with Salvadore DiIorio as skipper. The boat was 80' long. It is reported the vessel was only partly covered by insurance.

Scafani Buys New Boat

Frank A. Scafani, San Francisco, is the proud new owner of the combination boat *Alvina Marie*, designed and built by Frank Pasquinucci, Sausalito Boat Building Works.

The boat is powered with a GM 6-71 diesel engine.

Henry H. Goodrich, Jr., third generation member of a family prominent in the fishing industry of the United States and Canada, has recently taken a position as assistant to Joe Olivieri, president and general manager of the Santa Cruz cannery at Moss Landing, packers of sardine, mackerel, squid and "Pretty Please" cat food. Henry's father is Henry H. Goodrich, vice-president and eastern representative of New England Fish Co., with headquarters in New York City

So. Calif. Sardine Canning Curtailed

The few canneries that were operating during October in Southern California (most canneries were shut down because of a cannery workers' strike) processed 1,898 tons of sardines, resulting in a case pack of 37,265 1-lb. oval 48s; 2,591 tall 48s.

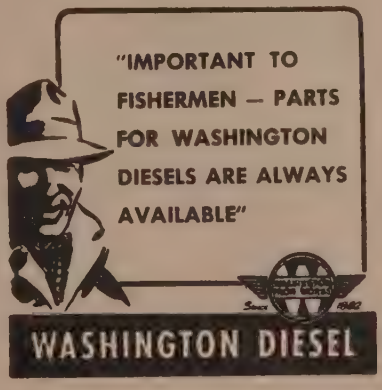
Meal from this tonnage was 171 tons; oil, 16,924 gallons.

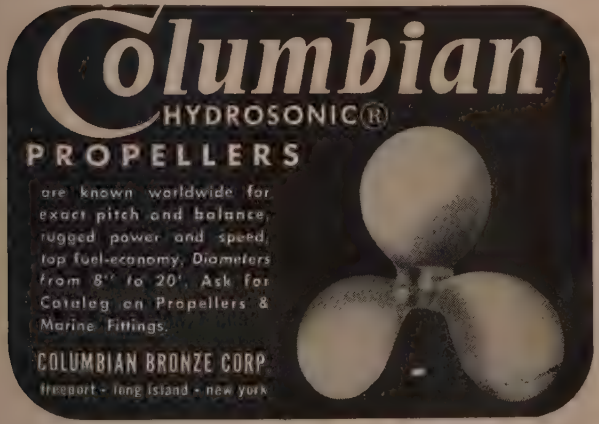
Pre-Season Crab Fishing Costly at $30 per Pot

California Fish and Game authorities confiscated 121 illegally-fishing crab pots in advance of the season opening, and dumped the entrapped crabs back into the water. The pots, equipped, cost about $30 each; but no one had showed up to claim their property to presstime.

ADVERTISING INDEX

American Marine Paint Co.	26
Bendix-Pacific	20
Brownell & Co., Inc.	22
Bryant's Marina	40
Cincotta Bros.	38
Classified Advertising	40
Columbian Bronze Corp.	41
Consolidated Net & Twine Co.	22, 23
D'Acquisto & Sons	40
Edo Corporation	32
Enterprise Engine & Machinery Co.	32
Forster Ship Building Co.	40
Freeman, Doc.	40
Fremont Electric Co.	22
General Petroleum Corp.	24
Harbor Boat Building Co.	40
Harbor Plywood Corp.	30, 31
Hatch & Kirk	40
Larson Boat Shop, Al	40
Lowman & Hanford Co.	40
Murphy Diesel Co.	42
Marine, N. C.	21, 38
Nordby Supply Co.	38
Pacific Towboat & Salvage Co.	40
Plymouth Cordage Co.	34, 35
Pacific Telephone & Telegraph	20
Seaside Supply Stores	40
Shepherd Marine	21
Standard Oil Co.	36
Starr Net Co., A. M.	33
Tacoma Boat Building Co.	32
Techkote Co.	20
Washington Iron Works	41

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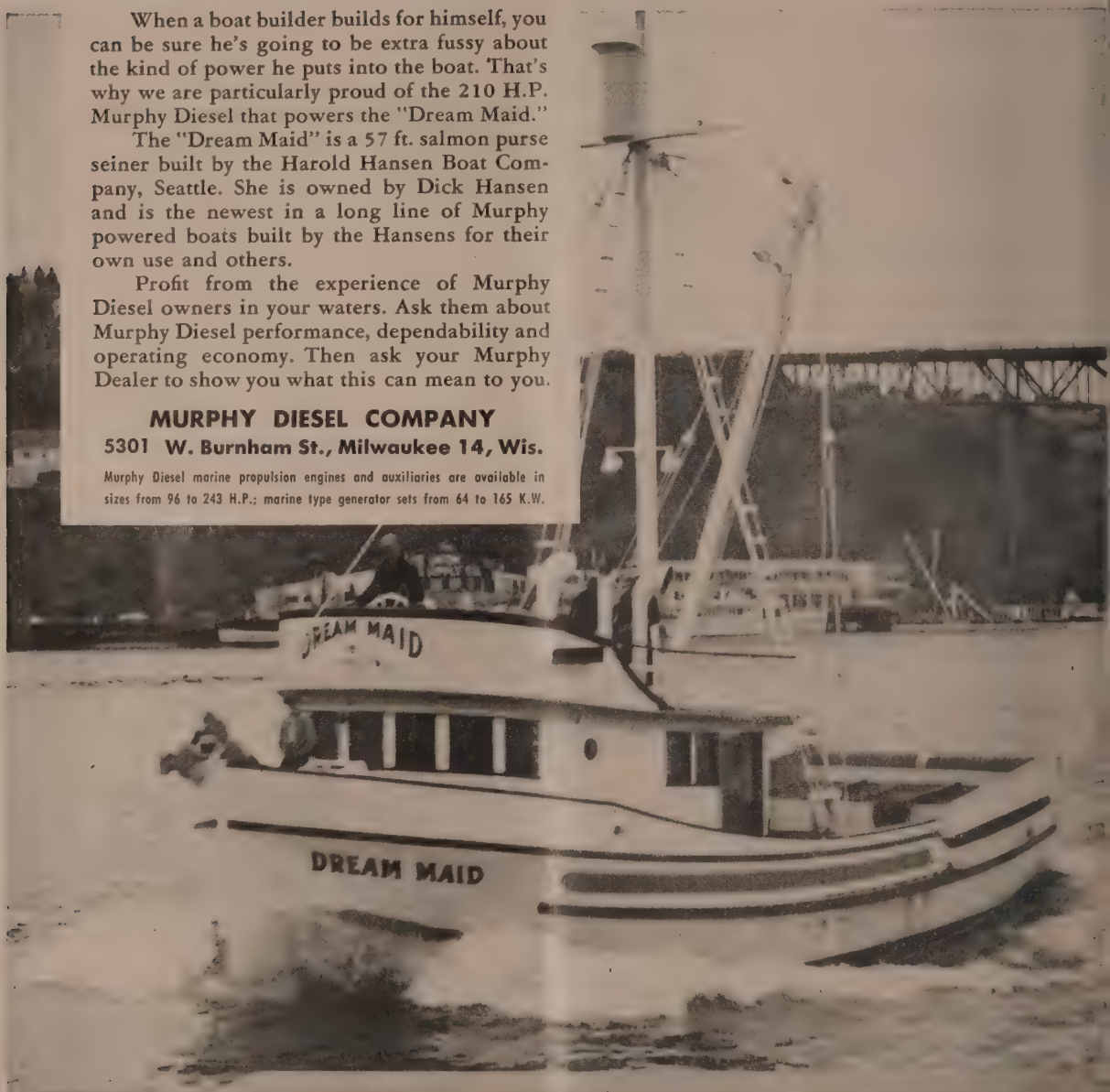

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Halibuter Battered By November Gale

Carl J. Sather, 63, skipper-owner of the 59′ Seattle halibut boat *Faith II*, had a harrowing experience, and his boat (though she came through safely) was battered and heavily iced down in the mid-November gale and unseasonable freeze.

Capt. Sather was at the helm when *Faith II*, 45 miles S. W. of Cape Flattery, was boarded by heavy seas, which smashed windows, flooded the pilothouse and knocked him down, breaking his hip. Fred Eide held his head above water and, with others of the crew, helped him into a bunk in the forecastle, where he lay for some 70 hours without medical attention, until the boat arrived at Seattle.

The flooding knocked out practically all electrical equipment, so she couldn't call for help; but the main engine — a 75-hp Atlas diesel — kept plugging along and brought the boat in safely, though at reduced speed. The freeze struck as she entered the straits; she began icing up about 8 p.m. off Port Angeles, and on reaching Seattle at 6:30 next morning she reminded one of the old days of winter halibut fishing in Alaska. *Faith II* was on a black-cod trip, and had 6,000 lbs. aboard when the trouble started.

The crew, whom Capt. Sather calls "a wonderful bunch of guys," includes Alf Kvingedal, Ben Satre and Hjalmar Karlsen.

Mackerel, Squid, Anchovy Packs Running Light

California fishing fleets produced 1,066 tons of Pacific mackerel in October, 803 tons of Jack, 170 tons of anchovies and 128 tons of squid.

The case pack resulting from this tonnage consisted of 21,322 cases of 1 pound talls, Pacific; 12,782 Jack and 5,952 squid; plus 326 cases of 1-pound ovals of anchovies and 715 5-ounce round 100s of anchovies. These figures represent 48 cans to the case.

Canadian Newcomer

Newcomer among canners of salmon in British Columbia last season was Capilano Fishing & Canning Co., with plant on Commissioner Street, Vancouver, B. C.

This company was organized two years ago and in 1954 concentrated on herring, but in 1955 it entered the salmon field.

C. H. Stowell is president of the company.

Van Camp Reopens Astoria Tuna Cannery

The first of November saw Van Camp Seafood Co.'s cannery at Astoria, Ore., resuming operations with tuna brought by refrigerated freighter from its fisheries in Central and South American waters. The plant had been closed since October, 1954.

Resumption of packing was preceded, in late October, by a visit to Astoria of a number of Van Camp officials from the headquarters at Terminal Island, Calif.: Bill Gillis, production manager and former manager at Astoria; William Rule of the industrial relations department; Jack Kramer, and William Moore, who also was formerly manager at Astoria, who looked over conditions in Astoria before making the decision. Overhauling of the plant and assembling of a crew immediately followed.

Richard Martinson, who has been with Van Camp for a number of years, also came up from the San Diego plant to become manager of the Astoria operation. Mr. Gillis said the company plans to keep the cannery in steady operation, employing about 200 persons and processing some 250 tons a week, on a 5-day schedule. To assure continuous operation, the intention is to build up a "backlog" of tuna in the company's large cold storage facilities at Astoria as soon as possible. Among various reasons for resuming operations here, it was stated, was to enable vessels to make quicker "turnarounds" on delivering their fares.

It was announced that Donald Doran, Astoria manager prior to the closing of the plant last year, was on his way to the company's Samoan cannery, where he has been appointed manager.

J. W. Anderson & Son Move To Former Del Mar Plant

Joseph W. Anderson, proprietor of J. W. Anderson & Son, Columbia River fish packing and shipping concern, reports move of the Anderson operations from Astoria to the former Del Mar plant at Warrenton, Ore., where the mail address is Box 1338.

The cannery is about ready for operations, but none are anticipated until spring, when the cold storage also will be in readiness. Winter operations will be confined largely to fresh shipping.

James Ota Talks Tuna Trade With Japanese

James T. Ota of the Orica Trading Co., a leading United States importer of Japanese frozen tuna, reached Tokyo late in November to confer with the frozen tuna suppliers there.

He had opportunity for extended discussions of business practices and policies in the frozen tuna trade.

New Fishboat Power

Salvatore Lombardo, Pittsburg, Calif., has powered his combination boat *V. Lombardo* with a Nordberg Bluefin 110-hp gas engine, with 2-1 reverse and reduction gear.

Nino Lucido, also of Pittsburg, powered his boat, the *Katherine Lucido*, with the same engine. Both were purchased from King-Knight Co., San Francisco.

Heroic Fisherman Loses Life Trying To Save Others

Moss Landing lost a resident fisherman when Stanley Galarce was drowned at the channel entrance trying to save five people on a swamped boat. Ole Beck's troller *Laurole* took a big wave and then broached as she was entering the harbor. The skipper and his four passengers clung to the rigging as Stanley raced to his boat, *G. L. P.*, moored in Moss Landing, and rushed to their aid. With him were two volunteer crewmen, A. A. Griffis and Marion Quemont of Moss Landing. They got all but Ole on the *G. L. P.* when it also swamped, throwing seven people into the water. With cool courage "Whitey" Arbo on his 50-foot dragger *Anna Alma* picked up the floundering men and women—all but Stanley. He was holding up one of the women from the *Laurole* when a line was thrown from the *Anna Alma*. She was taken safely aboard but Stanley slipped under the water and disappeared.

The Coast Guard patrol boat from Monterey managed to tow the water-filled *Laurole* into the harbor but the *G. L. P.* broke up in the pounding surf. Moss Landing will miss Stanley, who is survived by his wife Mary. He was a good and kindly fisherman.

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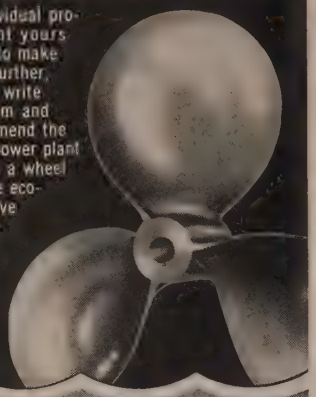

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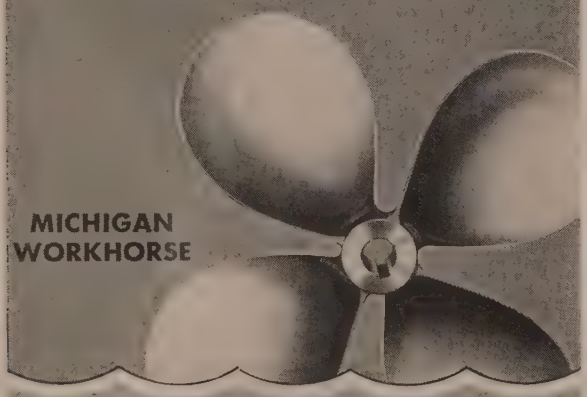

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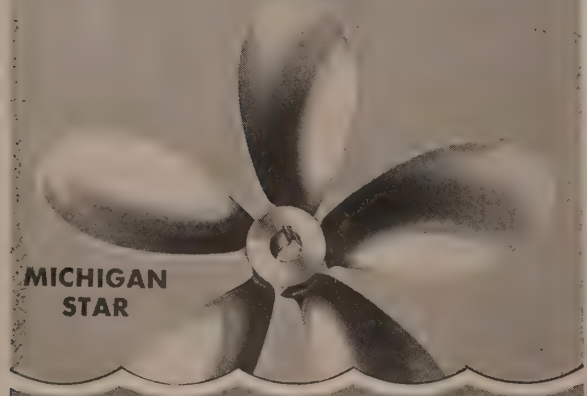

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New Officers of N.W. Fisheries Association

This year's officers of the Northwest Fisheries Association, organization of Seattle wholesalers, were elected at the annual meeting in November, as follows: president, Palmer G. Olson, New England Fish Co.; vice-president, Rufus Littlefield, Seattle Seafoods, Inc.; secretary, William Eardley, Jr., Eardley Fisheries Co., Inc.

The board of trustees includes Ray Kihara, Main Fish Co.; John Lauc, Kayler-Dahl Fish Co., and Walter Johnson of the Halibut Producers Cooperative.

Japanese Crabbers Angle For American "Front"

Several American operators of floating freezers and/or canneries are reported to have received "feelers" from Japanese with connections in the crab packing business of that country. The inquiries indicated that the Japanese principals have not been included in the authorized North Pacific King crab expedition; and that they are anxious to find other means which will enable them to participate on a basis not requiring approval of the Japanese government.

While the "feeler" letters were general in their terms, it is understood that they indicated: (a) the Americans would organize an operating company which would (b) be the nominal operator of a fleet of vessels to be furnished by the Japanese participants. (c) The fleet would be manned by Japanese fishermen and cannery workers.

So far as is known, no Americans approached have given much encouragement to the scheme, although some are said to have requested further details.

Dr. Thompson Honored By Fisheries Society

For "outstanding contributions to fisheries science," Dr. William F. Thompson, director of the Fisheries Research Institute at the University of Washington, has been elected an honorary member of the American Fisheries Society.

Dr. Thompson is the ninth scientist to receive this honor since the society was founded in 1870. He was chosen by the unanimous vote of members attending the annual meeting of the organization in Augusta, Ga., Sept. 16.

Dr. Thompson, a former director of the University's School of Fisheries, is an internationally-recognized authority on the propagation, conservation and rehabilitation of fish runs. He currently is conducting a study of the salmon runs in Alaska, and was first director of the researches of both the International Halibut and Sockeye Salmon commissions.

Dr. Thompson recently returned from Tokyo, where he took part in the annual conference of the International North Pacific Fisheries Commission.

Geo. Kuhrts Jr. Dies

George J. Kuhrts, Jr., 60, member of a pioneer Southern California family and a consultant for Standard Steel Corporation of Los Angeles, died suddenly of a heart attack in Los Angeles November 21.

Only four days later, his mother, Mrs. George J. Kuhrts, 85, followed him in death at her Brentwood home.

Their husband and father, the late George J. Kuhrts, Sr., was a former president of the old Los Angeles Railway Company and was identified in that enterprise with Henry E. and Collis P. Huntington. The elder Kuhrts was credited with placing the first trolley cars in use in Los Angeles.

Mr. Kuhrts Jr. was formerly owner of Standard Steel, but sold his interests in 1938 to Robert S. Burns, current president of the fabricating firm.

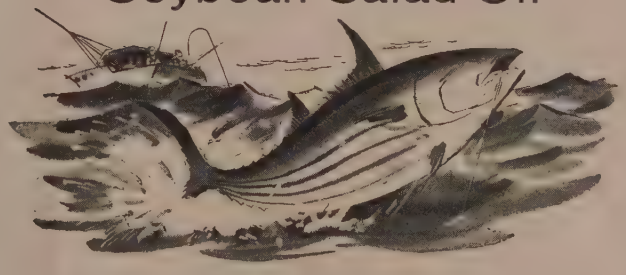
In addition to being a consultant to Standard, Mr. Kuhrts was also known for developing machinery for complete fish canneries. He is credited with having designed and engineered the complete facilities for several of the largest canneries on the West Coast.

Columbia River Salmon Season Drags to Close

Last day of the Columbia River's fall salmon season, closing at noon Dec. 1, brought a slight upturn in catches, with one delivery of 500 lbs. reported; but production since mid-September has been so light that practically the entire catch has gone to the fresh fish market, being insufficient to warrant canning operations. Only about 50 gillnetters worked through the season, and few caught more than 150 lbs. in any day. The catch consisted mainly of Silvers, Steelheads and Chums.

George V. Castagnola and his wife of Santa Barbara recently visited in Washington, D. C., where their daughter, Virginia, is a graduate student in the School of Foreign Service, Georgetown University. George is one of the best known wholesale fish operators on the Pacific Coast and is known as an always genial host.

You can bet your last FIN on **Archer "S"** America's finest Soybean Salad Oil



If you'll *taste—smell*—and *try* Archer "S" Soybean Salad Oil, you'll see why so many tuna processors are using it.

These processors know that Archer "S" *keeps* the delicate tuna flavor. Helps build customer demand for their products—fast! That's because Archer "S" is refined and deodorized by a continuous ribbon process . . . cannot vary in quality. Every time you order Archer "S" Soybean Salad Oil, you get the *same* clarity of color . . . the *same* purity and blandness.

Archer "S" Soybean Salad Oil

Archer-Daniels-Midland co.

700 Investors Building, Minneapolis 2, Minn.

Today and Tomorrow

THIS year the Salmon Industry is faced with its shortest pack in many years—resulting in higher production costs, higher selling prices. In addition, it is constantly facing a low price on one or more competitive food items—and increasing Salmon packing activity outside the United States.

Therefore, the Industry is confronted with some very serious and growing problems. If it is to uphold the reputation that canned salmon has gained—for high nutritional value—for taste and attractiveness—for relative economy—each segment of the Industry must be ever vigilant to maintain high quality and cut costs wherever and whenever possible.

We, here at Pacific American Fisheries, pledge our utmost to maintain and better the position of canned salmon on the nation's dinner tables.

PACIFIC AMERICAN FISHERIES, Inc.

SOUTH BELLINGHAM, WASHINGTON

Quality Always

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

January, 1956

1955 Tuna Pack Won't Hit New High, Due to Strike

Although tuna canning activity was high in Southern California after the end of the cannery workers' strike the last of October, it seemed apparent that the 1955 case pack of California tuna would be less than that for 1954.

Several tuna canners estimated that the inventory had not been very much reduced since before the strike. Sales were reported good, but prices were weak. Canned tuna was still facing stiff competition from other protein foods as December began; and because of the cannery workers' strike the effect of the reduction of the price of raw tuna (from $310 to $270 a ton for Yellowfin) could not yet be expected to be apparent in the wholesale or retail demand.

In November one advertised brand of chunk tuna was advertised by a Los Angeles chain for as low as 23c a can. Japanese tuna-in-brine was being advertised at 2 cans for 33c. In the Southern California area there was a noticeable decline in newspaper advertising of canned tuna in the months of October and November.

Light meat canned tuna from one California cannery using imported tuna was being placed on the shelves of a large Los Angeles chain in November for 23c. *Flying Cloud* Albacore, canned in Japan, was listed for 29c, 7-oz. can, as opposed to an advertised brand of California tuna, white meat chunk, at 33c, and another major brand from California, selling at 31c —at the same chain.

To return to the case pack of California tuna for the first 10 months of 1955: in standard cases, the figure was 6,296,634. For the same period for 1954, 7,817,986 cases. It would take a little doing for California canners to produce during the last two months of 1955 enough cases to equal the total 1954 pack of 9,176,928.

Tuna specialty packs for the first 10 months were way-below those of 1954: 30,644 contrasted to 84,015.

Salmon Trade Is Dull Through Holiday Season

In the absence of active trading, attention of primary salmon sellers through December was devoted mainly to plans for the January conventions of the national canners' and food brokers' associations; to preparations for National Canned Salmon Week in February, and to sizing up the conditions likely to prevail next year.

As for the current market, needs of the trade in general for the holiday and inventory season were amply supplied; buyers' interest centered on other lines and, as one seller remarked, "the market is so quiet you can hear a pin drop." Some, however, report a pretty steady run of small "fill-in" orders, and especially of inquiries for items that are not available. As previously reported, supplies of domestic production are closely cleaned up: the only item offered in any substantial quantity is Pink halves, mostly from Japan.

Shipments on previous contracts have continued to move out in considerable volume, and it seemed quite evident before Christmas that more than half the pack had been shipped; while most of what remains is either sold or allocated to specific markets. However, there have been offerings from small scattered lots in a number of lines; and there are believed to be a good many holdings—none of them large—that have been held off the market and will become available early in the new year, on which considerable pre-Lenten business is expected. From then till the new pack comes in, sales agencies look for a long "dry spell," when—except for those who are handling Japanese Pinks—they will have nothing to sell.

Considering the fact that the trade's immediate requirements of Pink halves have been well supplied from domestic and Canadian sources, the Japanese goods have been well received, and are expected to move actively as soon as the inventory season is over. While Pinks in the ½-lb. size have not been an item of great importance in the past, they have been receiving more attention in recent years and, in the absence of talls, should find greatly increased favor with consumers. The price of this item is steadily maintained as last quoted.

Pink talls are quite scarce, but a few are still offered. Chums are even scarcer, with talls quoted up to $21.00. Cohoes are offered very sparingly, and halves can no longer be found under $16.00.

A very few Puget Sound Sockeyes are still to be had, most of them being closely held at $21.00 for halves, and well-known brands of Columbia River fancy Chinooks have been marked up to $22.00. Copper River Chinooks seem to be completely sold out, and other Alaska Kings are firm at $17.50 for halves. Alaska Reds are practically non-existent, as far as first hands are concerned.

SEATTLE SALMON PRICES

Primary-market prices, quoted in Seattle at presstime for cases of 48 cans, f.o.b. North Pacific terminals. Some items under advertised brands are priced somewhat higher. Because of limited offerings, quotations on many items are little more than nominal.

Puget Sound Sockeye, halves	$20.00-21.00
Alaska Red or Sockeye, talls	33.00
Alaska Red or Sockeye, halves	20.00
Pink, talls	22.00-23.00
Pink, halves	12.50-13.50
Chum, talls	20.00-21.00
Chum, halves	11.50
Coho, talls	28.00-29.00
Coho, halves	16.00
Coho, quarters	9.50
Chinook, Alaska	17.50
Chinook, Col. R. fcy, halves	21.00-22.00

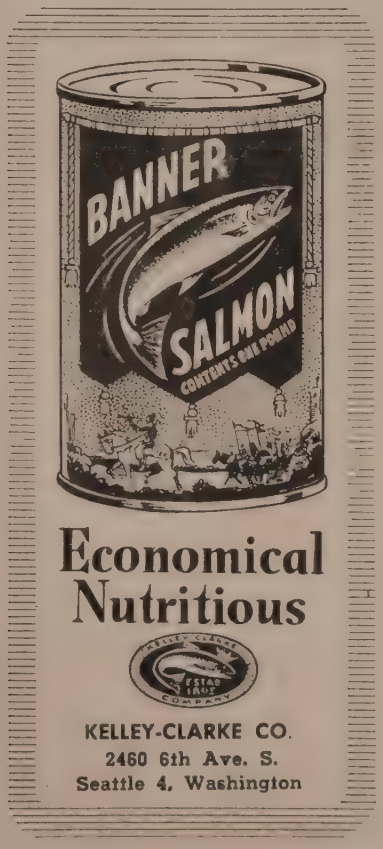
Canned Salmon Week Will Be February 15-22

Preparations for National Canned Salmon Week, to be observed Feb. 15 through the 22nd, at the beginning of Lent, were going forward actively as this issue closed, under the direction of a committee of twelve prominent packers and distributors.

While the packers have, practically speaking, no salmon left, and look for continued light production next season, they feel that this commodity should be kept prominently before the public; that consumers should be reminded of its unique food and health values, and that some aid should be given to the trade to keep it moving off the shelves.

They are accordingly putting on another Canned Salmon Week, with intensive publicity through the food pages of national magazines and newspapers throughout the country, featuring recipes for timely Lenten dishes, temptingly illustrated. Canned salmon will also be emphasized in women's programs on radio and television; and special contacts are being made in the restaurant and hotel trade to stimulate the volume use of salmon during the week and throughout the Lenten season.

National Canned Salmon Week is specifically sponsored by the Conference of Pacific Coast Canned Salmon Brokers. Heading the committee is J. S. Gage of G. P. Halferty & Co.; the other members being: John M. Allen, Skinner & Eddy Corp., Inc.; D. F. Brennan, Libby, McNeill & Libby; Phil Carmichael, Pelican Sales Co.; Karl Dehn, Dehn & Co., Inc.; Arthur McGovern, McGovern & McGovern; Walter C. Meredith, Kelley-Clarke Co.; L. A. Petersen, New England Fish Co.; J. E. Salmon, Oceanic Sales Co.; Walter P. Shiel, Jr., Walter P. Shiel & Co.; E. G. Wilson, Whitney & Co., and R. E. Silver, Whiz Fish Products Co.



Lassco Smoked Sturgeon Featured by Airline

Los Angeles Smoking & Curing Co., headed by Louis Vitale, is now supplying smoked white sturgeon, from the Columbia River, to United Airlines. This delicacy is now served regularly on all flights of the airline.

Until recently it was illegal to process sturgeon.

Lascco's sturgeon is now being sold only for institutional use.

Mr. Vitale has added three new cocktails to his line of seafood in jars —shrimp, lobster and crab. His first product was a "seafood cocktail".

Peeled, De-Veined Put Up in Two Plants

Crest Importing Co., San Diego, importers of shrimp from the West Coast of Mexico ports, have two plants packing the new peeled and de-veined, fresh-frozen shrimp under the *Crest* and *Compass* labels. The plants are the Refrigerador del Noroeste, S.A., Mazatlan; and Congelador de Salina Cruz, S.A., Salina Cruz. The five-pound package is hand-packed.

Joe Cranic, Marine Products Co., San Diego (left) and E. H. Schultz of the frozen food brokerage firm of Amende & Schultz.

Canned Salmon Shipped For U.K. from Astoria

What is reported as the first shipment of canned salmon through the Port of Astoria since 1949 was loaded Dec. 3 on the British freighter *Loch Ryan*. It amounted to something over 9,000 cases from the Union Fishermen's Cooperative Packing Co. and the Point Adams Packing Co., and was destined for Liverpool and London.

B. C. Pack 1.4 Million Cases; With Stocks on Allocation

• British Columbia's salmon season wound up with a total pack of 1,406,230 cases, and with packers of "name" brands making allocation to distributors. *The problem* was how to make the most equitable distribution of inadequate supplies. *The question* was not how much the domestic or the export markets could take, but how much could be supplied.

Prices were firm, and the fact that the same prices prevailed in the domestic and export markets was a reflection of the market's strength. Sockeye was selling at $36.50 for talls and $38 for halves; Pinks, $18.50 for talls and $20 for halves; Chums, $16 for talls and $17.50 for halves—halves quotations basis 8 dozen.

The Sockeye pack, although not as small as had been feared during the opening weeks of the season, was down to 244,900 cases, the lowest since wartime 1943, when most of the canned salmon packed in British Columbia was being allocated for the United Kingdom.

The Chum pack was a big disappointment—only 125,219 cases when the Fisheries Department issued its final production bulletin for the year. This compared with a Chum pack of more than 580,000 cases in 1954. Cohoes were in fair supply — 175,164 cases; Springs, 18,003 cases, the best since 1949.

While the Sockeyes pack would in any case represent a sharp decline from 1954's spectacular harvest, one of the best on record, much was expected of the Pinks, and the Pinks came through in gratifying abundance for a total pack of 830,602 cases. This is the largest Pink pack on record, with the single exception of 1930, when the historic figure of 1,100,000 cases was achieved.

The fishing season tapered off rather dismally, however, as a result of the small returns from Chums and the fact that the early Fall showed no revenue at all from herring owing to a tieup of boats. When the herring fleet did go to sea, however, the showing was promising and big hauls were made.

However, for the record, October returns to fishermen showed a decrease of 63% from the $4,494,000 earned in the corresponding period last year.

Only 8,000,000 pounds of Chum salmon were caught in October, compared with 37,700,000 pounds a year before. Because of the low catch competitive buying forced the unit price of Chum salmon to an average of 12.1 cents a pound, compared with 7 to 8 cents in October, 1954, and this was some consolation.

The total salmon catch for the month brought British Columbia fishermen $1,453,000, of which Chums contributed $972,000. Local landings of herring brought in only $9,000, compared with $869,000 in October 1954 when the fleet was out in force. But the catches of herring in November indicated that the fishermen would soon make up for lost time.

Stix Australasia Company Organized "Down Under"

R. L. Stix, head of the New York fish products import and distribution company which bears his name, announced in Seattle in November upon his return from an extended trans-Pacific journey that he had organized an affiliated concern in Australia and New Zealand.

The company is known as Robert L. Stix Australasia Pty., Ltd., with headquarters in Sydney; but with men on the road throughout New Zealand as well as Australia. Export and import of fish products, and a wide line of other commodities as well, will be the firm's primary concern.

America's best advertised brand of salmon

BUMBLE BEE
Seafoods
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

ROBERT L. STIX, INC.
Announcing the opening of
ROBERT L. STIX (A'SIA) PTY. LTD.
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"Packed with the Wiggle in its tail"
NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

L. T. "Mike" Bradbury, formerly with West Coast Packing Corporation, has joined South Coast Fisheries, Inc., as sales manager. This cannery packs Avalon brand tuna, sardines, mackerel and anchovies.

California Canned Tuna Pack — October, 1955

	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tota
White Meat						
½ lb. (48s)	9,729	163	1,342	1,380	48	
TOTAL in ½ lbs.	...	.	...	...	...	12,66
Light Meat						
4 lb. (12)s	90	.	430	...	...	52
1 lb.	147	...	...	25	...	17
½ lb.	15,988	6,090	70,083	17,044	...	109,20
¼ lb.	3,846	999	1,173	...	...	6,01
TOTAL in ½ lbs.	**29,800**	**7,252**	**73,028**	**18,449**	**48**	**128,57**

Salmon People Prepare For N.C.A. Convention

Many salmon canners and sales agencies have been planning their representation at the Atlantic City convention of the National Canners Association and National Food Brokers Association, to be held during the week of Jan. 16 to 21.

The Northwest Branch, National Canners Association, will be represented only by Dr. G. Ivor Jones, chemist. As this issue closed, some of the packers and agents were still uncertain whether they would attend, and who usually go to these events will be absent this year—feeling that, because of the prevailing lack of salmon, the trip would not be warranted. Among the Seattle firms expected to be represented are the following:

Alaska Packers Association—A. W. Barthold, president; also several other officers and directors in the California Packing Corp. delegation from San Francisco.

Alaska Pacific Salmon Co. and Skinner & Eddy Corp., Inc.—John M. Allen, sales manager, and P. J. Douglas, his assistant.

Gavin Bros., Inc. — Jay F. Gavin (probably).

F. A. Gosse Co.—Fred Gosse and Mrs. Gosse, and Wm. Husband (probably).

Dehn & Co., Inc.—Karl and Alan Dehn and Ken Williams.

G. P. Halferty & Co.—J. S. Gage and James Braymer.

P. E. Harris Co., Inc.—Nick Bez, president; E. Q. Paup, sales manager; R. E. Graham, traffic manager, and Anton Trutanic, his assistant.

Kadiak Fisheries Co.—Leo T. Krielsheimer, president (probably).

Kelley-Clarke Co.—Walter C. Meredith, assistant manager salmon department, and C. W. Frankland, traffic manager.

Libby, McNeill & Libby, vice-president in charge salmon division (chairman of N.C.A.'s fish products committee) and D. F. Brennan of the sale department (probably).

New England Fish Co. — L. A Petersen, sales manager, and Randal Beard, his assistant.

North Pacific Seafoods and Park Canneries—R. S. Ennis, Jr., sales manager.

Oceanic Sales Co.—J. E. Salmon president; F. L. White, vice-president and James Stephens, sales manager.

Pelican Packing Co. and Pelica Sales Co. — Philip Carmichael, sale manager.

Wards Cove Packing Co. and Fran B. Peterson Co.—A. W. Brindle, president, and Emery R. Stanley, sale manager.

Washington Fish & Oyster Co.— Norman E. Weitkamp, vice-presiden (probably).

Whitney & Co. and affiliated pack ers — Sam Rubinstein, president; E Guy Wilson, sales manager, and Wm F. Ehrman, his assistant.

November Sardine Take Produces 695,000 Cases

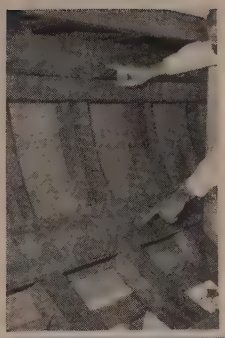
Preliminary figures of sardines re ceived for canning in Southern Cali fornia during November indicate 32 602 tons, producing 695,287 cases.

Mackerel: 3,663 tons and 73,51 cases.

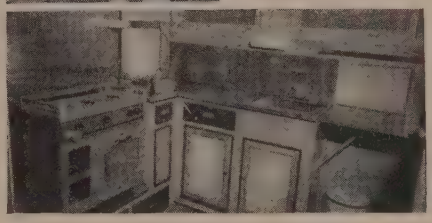
From keel bolts to stove top Monel protects the "Mary Elizabeth"

48-foot Mary Elizabeth — She's a sturdy patrol boat owned by LaTerre Company of New Orleans, La. Powered by 94 S.H.P. General Motors diesel engines, she's designed for long-term economy! In building her hull Covacevich Shipyard of Biloxi, Miss., used . . .

Monel propeller shaft promises years and years of rugged service. Why? Monel nickel-copper alloy is strong and tough, resists salt water corrosion. So the boat's rudder stock is of Monel, too.



. . . Monel bolts, nuts, and washers that won't corrode away—hold keel, frames, and floors tight *for good.* Planking, too, is kept permanently in place — with Anchorfast nails of Monel. They hold like a screw — and give a nail's economy!



The stove's cast Monel top and Rigid-Tex patterned Monel door stay shiny with just a daily wipe of a scouring cloth. *Mary Elizabeth's* owners also fitted her out with rustproof Monel shower pan . . . Monel fresh water and diesel fuel tanks.

l over the *Mary Elizabeth* you see *lasting proof* — Monel is e true Seagoin' metal!

When metal equipment fails on *your* boat, it will pay you to ecify replacements of Monel nickel-copper alloy. No other tal matches its useful combination of strength, toughness, ffness, hardness, and corrosion resistance.

Or think of Monel *before* replacement is necessary: Put it in the boat you build. Look for it in the boat you buy.

The International Nickel Company, Inc.
67 Wall St., New York 5, N.Y.

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Monel *". . . It's the Seagoin' metal"*

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New Radiomarine Small Boat Radar

- Saves Money
- Saves Space
- Saves Power

MODEL CR-105-A

Especially designed for vessels on which space and power are limited, Radiomarine's new CR-105-A Radar offers you the EXTRA features that give you MAXIMUM PERFORMANCE—MAXIMUM CONVENIENCE—MINIMUM MAINTENANCE. Only two basic units—indicator and antenna. Indicator is in deck mounted binnacle . . . keeps picture tube high for best viewing . . . requires less than two square feet of deck space. Antenna is lightweight . . . only 105 pounds. Instant selection of 1-2-4-12-32 mile ranges helps you navigate through foul weather and traffic hazards to cut your trip-time, boost your profits. You'll read the clear, bright pictures on its 10-inch scope easier . . . service it quicker with the easy-access chassis. And here's another saving . . . the Radiomarine CR-105-A requires only 600 watts from ship's battery or other D.C. power supply. Find out more about the new Radiomarine CR-105-A . . . it can mean greater profits for you right now.

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PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"—"Snowland"

COHOE
"Olympic"—"Ocean Spray"
"Green Breaker"

PINK
"Waterfall"—"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"

Cannery: **ANACORTES, WASH.**

Here's a Pre-Show Peek at 1956 Fishing and Boat Feature Items

• Year-opening is traditionally the time when fishing and marine equipment and supply manufacturers unveil their new lines and models for the customers.

These good folk tell the good news in varied ways — Boat Shows at Seattle, New York, Chicago and San Francisco — advertising in the industrial journals such as *Pacific Fisherman* — and through their effective representatives and distributors along the American coastlines.

Pacific Fisherman hereafter reviews in condensed form announcements of special interest to its readers which have come to the editorial desk in recent weeks — announcements dealing with new models, new lines, new items, new service, and new ideas.

Evinrude's 1956 Outboard Line Headed by 30-Hp. Unit

Adapting its production to meet the power requirements of an ever-widening variety of outboard boats, Evinrude Motors has introduced a nine model line of outboard motors for 1956 ranging from 3 to 30 h.p.

The 1956 line, representing a growth of four models over 1955, incorporates easier starting on standard motors, reduced fuel consumption on high-powered motors and includes a lighter, more compact, faster working electric starter.

Three new 30 h.p. motors, the deluxe electric-starting Lark, and both electric-starting and manually-operated Big Twins, replace the 25 h.p. units previously produced and fulfill the high demand for outboard motors suitable for larger runabouts and outboard cruisers. In 1955 the 25 h.p. unit, the most powerful in the line, outsold all other Evinrude models.

Decreasing fuel consumption up to 20 percent on all 30 h.p. motors Evinrude's new Cruis-Throttle, a completely redesigned cam, automatically synchronizes carburetion-ignition ratios to highest operational efficiency over a wide range of speeds. The Cruis-Throttle makes possible lower fuel consumption at all speeds below full throttle. At these cruising speeds, Evinrude's 30 h.p. units will consume less fuel than did the 25 h.p. motors.

Three other new additions marketed by Evinrude for 1956 are an electric-starting 25 h.p. Fastwin, a 10 h.p. manual-starting Sportwin, and a 5.5 h.p. Fisherman. Evinrude's 15 h.p. manual-starting Fastwin, 7.5 h.p. Fleetwin and 3 h.p. Lightwin are retained for 1956.

As a result of Evinrude's continuing research and the public demand for easier starting, the 1956 line — excepting the 30 h.p. motors—will have a radically changed hand starter permitting up to 40 percent easier starting than heretofore.

Dodge "Flexidyne" Drive Has Features For Fishery Plants

A new development in industrial power transmission, called Flexidyne, and described as a dry fluid drive, is announced by the Dodge Manufacturing Corporation as the latest addition to its line.

Based upon a completely new principle, Flexidyne easily handles difficult starting and reversing problems, and gives a new kind of protection against shock and overloads. Its major advantages over any other fluid type drive are based on the fact that at normal operating speeds it does not slip. At the same time, in the case of an overload, it is slippage which gives protection.

It is claimed to have wide application for industrial drives involving heavy inertia and shock loads on such equipment as salmon cannery elevators, conveyors, fish reduction equipment and machines used in canneries and refrigeration plants.

The Flexidyne Drive is made up of a housing, inside of which a rotor is free to turn concentrically. Between the two are fine particles of spherical steel shot, called the "flow charge," which acts very much like a fluid when compressed by centrifugal force. It is the flow charge which transmits power from the housing to the rotor. This flow charge is easy to seal in, has a high density and can stand relatively high temperatures.

Does Anchor Load Increase In Cold Weather?

The answer is "yes," according to the new edition of "Anchors and Anchoring," distributed free by Danforth Anchors, 2153 Allston Way, Berkeley, Calif.

The 1956 line of Danforth anchors will be the same as in 1955. Standard anchors are made in all sizes from 2½ to 21,000 lbs., Hi-Tension anchors are made from 5 to 90 lbs., and the Shearpin anchor is made in the 4-lb. size only. Details on any of these anchors are available from the Danforth main office in Berkeley.

A 40-knot wind has 12% more pressure at 30 degrees than at 90 degrees, which affects anchoring and sailing as well! "Anchors and Anchoring" is full of similar interesting and useful information on anchoring. The former edition is still more complete, as it also contains results of the last two years of research on anchors and anchoring. Copies are mailed free to any one requesting them.

Byron Jackson Rubber Bearings For Small Boats

New BJ water-lubricated bearings streamlined to fit smaller craft have been added to the full bearing line made by Byron Jackson, Division of Borg-Warner Corporation. Called "Slimline," these bearings, like all BJ bearings, are made of resilient molded rubber bonded to a brass case. Two "Slimline" sizes are now available—1" x 1¼" x 4" and 1¼" x 1½" x 5".

According to the manufacturer, this is the first time that water-lubricated bearings have been made to fit these smaller shaft and strut dimensions.

These rubber-lined bearings absorb noise and vibration and extra-long working life is stressed because there is no metal-to-metal contact and abrasives are washed out by the lubricating action of the water. Descriptive literature can be secured by writing Byron Jackson Marine Bearings, P. O. Box 2493, Terminal Annex, Los Angeles 54, Calif.

Executives of Pettit Paint Decide on New Colors

New, exciting colors for 1956 are a part of the plans announced by John A. Pettit, president of Pettit Paint Company, Belleville, N. J., manufacturers of marine paints, varnishes and marine specialties since 1861. The new colors join the distinguished Pettit line that has already won wide acceptance with boat builders, dealers and owners all over the country. Pettit now has more than 30 different beautiful colors in the Shipendec and small boat lines.

1956 Nordberg Line Emphasizes Compactness Along With Power

"A New High in Performance and Dependability in 1956" was the central theme as Nordberg Manufacturing Company exhibited its 1956 line of gasoline marine engines.

A look to Nordberg in 1956 reveals refinements in engine design to best meet the requirements of fishermen. Within the past year the efforts of Nordberg's engineers have been directed at achieving a new high in overall marine engine performance together with an over-all reduction in engine size. Models in all horsepower ranges are now available with reduced length, width and depth to allow for a more compact installation.

The 155-hp Knight still tops the Nordberg line of seven engine models. The Knight dominates the field in its horsepower range and has proven its leadership in all types of installations—from fast runabouts to heavy cruisers. The 130-hp Tarpon, 110-hp Marlin, 110-hp Bullet, 95-hp Arrow, 95-hp Bluefin and 60-hp Colt complete the line.

Powerful V Chryslers Favorites With Fishermen

Chrysler officials are highly pleased with the reception the new Imperial V-250 received at the hands of fishermen. The engine's speed with maximum efficiency proved to be an excellent combination.

The Imperial V-250 has 331 cubic inch displacement and utilizes the famous Chrysler hemispherical-design combustion chamber.

The Imperial V-250 marks the third new V-8 engine Chrysler has introduced to its marine line during the past few months. Others are the 200 horsepower Imperial V-Special and the Royal V-Special (M-44S) rated at 150 h.p. at 3800 rpm.

White Automatic Pilot For Fishing Vessels Is Featured

Wilfrid O. White & Sons, Inc., are featuring their new White Automatic Pilot designed and priced for fishing boats up to 55'. It operates on 6-12-32 volts D. C. The pinnacle unit which houses the special White compass employs a new type of photocell to relay compass course information, and has an automatic course selector by which the vessel can be placed on any new heading simply by rotation of a small central knob.

The amplifier and relay box which feed the signal from the compass to the power unit feature a special transistor in place of tubes for greater dependability and compactness. The relays in this unit are

extremely rugged and to the highest specifications so as to provide trouble-free life. The steering motor unit contains a heavy-duty motor and gear system which transmits the power through chain and sprockets to the boat's steering wheel shaft. This is a non-hunting system, which means that the motor does not have to keep working all the time.

There is a remote control with 25 feet of cable by which the operator can from any position on the boat take over the control for dodging obstacles, for circling or for other maneuvering. Then with the flick of a switch the pilot goes back to its initial automatic course.

When the White Automatic Pilot is not turned on, there is no drag from it during manual steering. No warm-up time is necessary to put the automatic pilot into operation. Limit switches prevent over-travel of the rudder under any conditions. The pilot can be put into operation regardless of speed, direction or rudder position and is independent of normal voltage variations from the boat's electrical system. Current consumption is approximately 40 watts during the period when the steering motor is energized, but since this is only intermittent, the average power consumption is perhaps only half of that amount over any given period.

International Paint Featuring "Viny-lux" Anti-Fouling Finish

International Paint Company, Inc., featured products for 1956 include "Viny-lux Antifouling," which is an exceptional boat bottom paint of a hard, non-leaching film that gives that extra protection either in salt or fresh water. It has proven its effectiveness on wood, steel, aluminum, non-ferrous metal, fibreglas, and moulded plastic boats.

Other new products being introduced ar "Interlux No. 35 Putty Bug Toxic Com pound," which is an exceedingly stron antifouling Seam Compound for underwa ter areas and "Interlux G. M. C. Diese Engine Enamel No. 83 Gray," which is heat resistant enamel of the same colo with which G. M. C. Diesel Engines ar originally coated.

Hydraulic Starter For Dieseis Developed By General Motors

A new hydraulic starting system fo diesel engines, which assures split-secon starting even under adverse weather con ditions, has been developed by Gener Motors. The unit has been tested in th marine field for some time and is no available for installation on new GM De troit Diesel engines at the factory, or o others already in operation.

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The new system, called the General Motors Hydrostarter, eliminates many replacement and maintenance costs common to conventional starters. Its efficiency is not affected by temperature or humidity. At the press of a lever gas pressure built up behind a piston in a factory-sealed accumulator cylinder forces oil through a hydraulic starting motor. When the engine starts, an engine-driven pump forces the oil back into the cylinder, recompressing the gas and the unit is thus automatically recharged for the next start.

The initial charge is accomplished by means of a hand pump. The unit is then self-sustaining, but the hand pump is available for recharging the cylinder if it should become necessary. This pump can also be used to advantage in "rolling" the engine slowly to various positions when valve, injector or other engine adjustments are made.

A brochure describing the Hydrostarter and its operation in detail is available by writing the Detroit Diesel Engine Division, General Motors Corporation, Detroit 28, Michigan.

New Michigan High Speed Wheel Joins 5-Bladers

Michigan Wheel Company announces the recent addition of a new 3-blade propeller known as the "Scimitar" to its line of inboard propellers. This wheel, they state, is designed to provide the maximum of speed, as well as better than average all-around performance and is particularly suited to the fast fishing vessels. These wheels, we are informed, are available in diameters of 9 inches through 32 inches, cast from a special alloy known as Michalloy-K which, we are told, has a very high tensile strength and is exceptionally resistant to corrosion and electrolysis. For the most severe conditions where extreme propeller loading occurs, the Scimitar, we are informed, is available at slightly increased cost, in a super alloy known as Michalloy-XX which is designed to absolutely prevent any possible running distortion.

In addition to the Scimitar, the Michigan Boat Show displays include the new 5-blade super-smooth cruiser wheels, general purpose inboard wheels and a full representation of their very complete line of outboard propellers designed, it is said, to give better performance for every engine-boat-and-load combination.

G. M. Detroit Diesel Line Adds Lighter-Weight Motor

A new General Motors diesel engine which weighs less than 10 lbs. per horsepower is featured at the 1956 Boat Shows.

This engine and other diesels ranging from 87 to 300 h.p. emphasize the low weight-to-horsepower ratios achieved in Detroit Diesel engines largely through General Motors' two-cycle design.

The new model is a six-cylinder vertical unit in the "71" series which develops up to 235 shaft horsepower at 2300 rpm. Its low weight-to-horsepower ratio is attained through the liberal use of aluminum alloys in addition to its two-cycle design. The engine is especially suited for use in fishing vessels. Four-cylinder and twin-six vertical aluminum models have also been added to the Division's "Series 71" line.

General Motors' compact, heavy-duty Diesel, the "6-110," with front power takeoff, is also being featured strongly. This engine is rated at 289 shaft horsepower for large fishing craft and has a continuous rating of 220 shaft horsepower for fishing and work boats. This unit also demonstrates the very substantial size and weight reductions achieved in GM two-cycle Diesels. The size and weight of this unit is approximately one-half that of many slow-speed Diesels of equal horsepower.

The smallest Diesel unit in Detroit Diesel's exhibit is the "4-51" valveless engine which is being installed in craft as small as 22 feet. The performance of this engine rated at 87 shaft horsepower is equal to that of the average gasoline engine rated at 115 hp.

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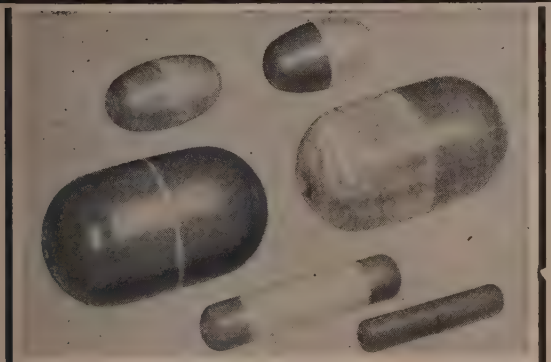

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Continental Advances—Thomas C. Fogarty, middle, becomes president of Continental Can Co. with the retirement of Hans A. Eggers. Reuben L. Perin, right, succeeds him as executive vice president, Metal Division; and H. M. Blinn, left, moves up to vice president, Pacific Division upon the retirement of Sherlock McKewen. Mr. Perin was sales manager of the Pacific Division from 1942 until 1944. Mr. Blinn has been in the Pacific Division since 1948, when he was transferred to San Francisco as district sales manager. In 1950, he was named assistant sales manager of the Pacific Division. He was appointed division manager of sales in 1951 and held that position until 1954, when he became general manager of the California district.

Twin Disc Announces New MG 511 Marine Gear

Twin Disc Clutch Co., Racine, Wis., in announcing its new MG 511 Marine Gear —designed for today's higher speed, higher power marine engines—proclaims it as the answer to the industry's demand for a marine reverse and reduction gear that takes up even less space in the power train; provides faster response through finger-flip control, and is easier to service.

For engines up to 240 hp at 2100 rpm, the new MG-511 has a unique arrangement of five carburized, hardened and ground helical gears, straddle mounted on short rigid shafts—plus hydraulically actuated clutches—which permit its unusually short 17⅞" length from the SAE housing flange to the output propeller shaft flange.

Weighing 950 lbs., the MG 511 is available in reduction ratios of 4.4:1, 3:1 or 2:1.

Anti-friction bearings and SAE involute splines are used throughout, and input to the marine gear is through a rubber block drive, which will withstand normal misalignment conditions without imposing undue stresses on the input shaft or the crank shaft.

Clutches are actuated by oil pressure from a 10 gpm pump driven by the reverse shaft. Oil is also directed into the heart of each clutch through the inside diameter, and is pumped to provide forced-feed lubrication of meshing gears.

An outstanding feature claimed for the new MG-511 is the smooth engagement and disengagement of the forward and reverse clutches. This is accomplished through a differential mechanism in the selector valve. Contributing to smoothness, also is the flooded-in-oil plate stack. Forward, neutral, and reverse are obtained with the selector valve.

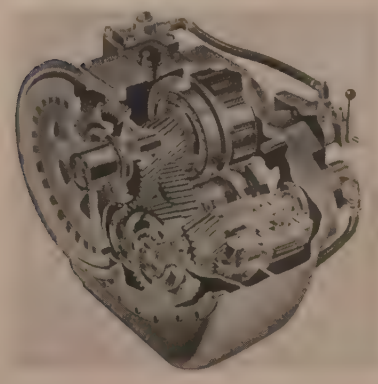
The MG-511 is designed for full horsepower operation continuously in both forward and reverse rotations. This makes the gear well suited for twin installations of right-hand engines—or it can be adapted for left-hand engines by merely changing the oil pump.

Servicing the MG-511 is easy and quick, with ready access to the driving plates for clutch plate replacement, without disassembling the gear from the engine. The pump is serviced just as easily. Adequate inspection plates are provided for servicing other components.

A trolling valve is an optional accessory. It is basically a relief valve with manual control over the relief valve spring. By initally moving the trolling valve, oil pressure in the forward clutch cylinder can be dropped automatically from 140 psi to 40 psi. Further manual movement of the trolling valve is possible, allowing oil pressure at the clutch piston to be regulated. This causes the clamping pressure across the clutch plates to vary correspondingly. The lower the clamping pressure, the less the clutch torque. The clutch will then slip, permitting maintenance of very slow propeller speeds for slow boat speeds as required in some fishing operations.

The housing is cast with integral mounting pads so that it can be supported on the engine bed rails. The output shaft turns in Timken roller bearings, to take the full propeller thrust without external thrust bearings.

Twin Disc's new MG 511 Marine Gear—upper, exterior view of output end; below, three-quarter cutaway.



Bilge water cannot penetrate the ge nor can oil leak from it into the bil because of the double lip seal on the o put shaft. The lubricating oil is 10 cleaned by a filter on the pressure side the pump.

More complete information may be o tained by writing Twin Disc Clutch C Racine, Wis., requesting Bulletin No. 3

Carron Net Co. Enters Pacific Fishery Field

Appointment of L. A. Sandstrom Jr. Seattle as Pacific Coast representative The Carron Net Co., manufacturers high-grade fish nets, now expanding th sales activities into the Pacific area, w announced recently by Norman E. Carr general manager of the company.

The Carron Net Co. has its plant a headquarters in Two Rivers, Wis., a for many years has supplied nets for t Great Lakes fisheries, as well as a lo line of sport nets.

In its move into the Pacific Coast mar The Carron Net Co. sought and secur as representative a man with wide quaintance and long experience in sa and use of nets in the Pacific fisheri Mr. Sandstrom's father was for many ye manager of the Pacific Fishing & Trad

Louis Sandstrom, Pacific Coast representa of Carron fish nets.

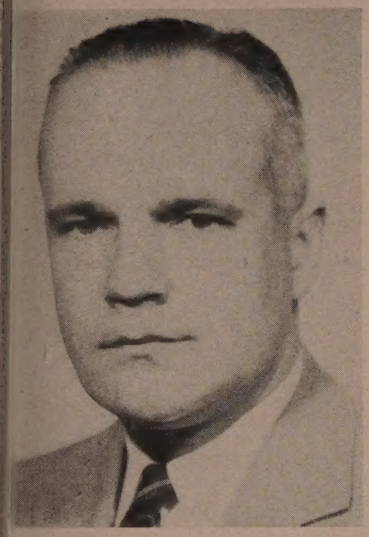
Co., Seattle, and served for a long pe as president of the Fishing Vessel Ow Association.

Mr. Sandstrom Jr. has been associ with the fisheries supply and fishing business in Seattle for many years an widely known all along the Pacific C for his familiarity with nets and the n and problems of the fishermen who them.

The Carron Net Co. is a long-establis firm which has grown on the quality its products and service. It was foun by Edward W. Carron, who still serve factory manager. Eugene H. Carron S sales manager.

The company manufactures its net a 15,000 sq. ft. factory equipped with ting machines of advanced type, staffed by experienced workmen o high type. Premium is put on experie and carefulness in the inspection dep ment, where every square foot of Ca netting passes the scrutiny of skilled critical inspectors before it can be b for shipment.

Mr. Sandstrom is proud of being sele as representative for the Carron firm its high standards and reputation; also of the quality and manufact characteristics of the netting he no offering to the trade and fishermen i territory along the entire Pacific Coa



ans Taylor, recently named manager, sales ngineering, Exide industrial division of The ectric Storage Battery Co.

aylor Heads Sales ngineering for Exide

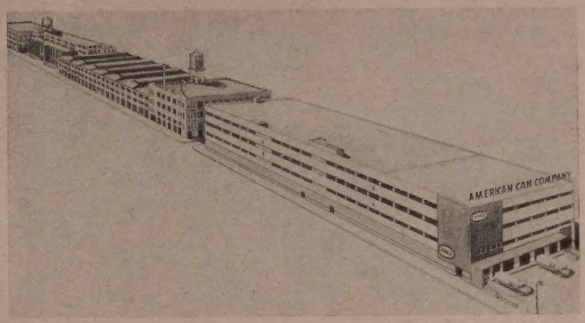
Evans Taylor, former Philadelphia anch sales engineer, has been named anager, sales engineering, of Exide In-ustrial division of The Electric Storage attery Co., it is announced by C. J. oore, sales manager. He succeeds E. J. itzmaurice, Jr., who has been appointed oston branch sales manager. Mr. Taylor ntered Exide service in 1936.

lew Bulletin Features Vickwire Rope Slings

C F & I Dura-grip wire rope slings are eatured in a new bulletin prepared by ne Wickwire Spencer Steel Division of ne Colorado Fuel & Iron Corp. Special ura-grip splice construction, it is stated, evelops the full catalog strength of the ope from which the slings are made, and uarantees long sling life and extra safety. ura-grip slings feature the advantages of hand splice plus the safe handling of a mooth steel sleeve.

The bulletin illustrates various assem-lies for which the slings can be used, nd gives a complete listing of dimensions nd rated capacities.

Dura-grip wire rope slings are one of nany thousands of wire products produced y the Wickwire Spencer Steel Division of F & I. The Colorado Fuel and Iron Corp. nanufactures a wide variety of products o meet diversified industry needs.



LARGEST IN WEST is new rating for American Can Company's San Francisco container plant, to which major addition adds 346,-321 square feet of floor area. Newly constructed portion of the plant is shown in the foreground of artists's sketch.

S.F. Canco Plant Adds 75% in New Structure

American Can Company at the end of November formally dedicated its expanded San Francisco plant—now rated as the largest of its type in the West.

R. C. Stolk, Canco's vice-president in charge of West Coast operations, pointed out that a current construction program at the plant has added a total of 346,000 sq. ft., increasing the total floor area of the plant by almost 75%. Originally built in 1915 and expanded six times since then to keep pace with California's growing container needs, the plant now occupies a total floor-area of more than 800,000 sq. ft. It has a rated annual capacity of 1,500,000,000 (billion) and employs an average of 1400 men and women.

The new Canco addition, erected at a cost of $2,000,000, is a three-story concrete-slab structure of modern industrial design, almost two blocks long. Stolk pointed out that the addition is an important phase of a nation-wide expansion and improvement program on which Canco has spent $290,000,000 since the end of World War II.

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ADVERTISING INDEX

Adams Division, Linen Thread Co. 14
American Marine Paint Co. 26
Archer-Daniels-Midland Co. 45
Atlas Paint & Varnish Co. .. 54
Auto Engine Works 15

Baker Engineering Corp. 58
Bendix-Pacific 20
Breast-o'-Chicken Tuna, Inc. 50
Brownell & Co., Inc. 22
Bryant's Marina 40
The Buda Division, Allis-Chalmers Mfg. Co. 5

Campbell Machine Co. 57
Camillo, J. J. 57
Carruthers Co., E. H. 58
Caterpillar Tractor Co. ..... Back Cover
Cincotta Bros. 38
Classified Advertising 40
Columbia River Packers Assn., Inc. 49
Columbian Bronze Corp. 41
Consolidated Net & Twine Co. 22, 23
Continental Can Co. 12

D'Acquisto & Sons 40
Danforth Anchors 54
de Fever, Arthur 57
Delco Fish Preservators, Inc. 50
Deming & Gould 46

Ederer Division, Linen Thread Co. 4
Edo Corporation 32
Enterprise Engine & Machinery Co. 32
Enterprise Mfg. Co. 52

Fibreboard Products, Inc. 17, 18
Fishermen's Packing Corp.. 52
Forster Ship Building Co. .. 40
Freeman, Doc. 40
Fremont Electric Co. 22
Frohman & Son, L. H. 54

General Petroleum Corp. .. 24
Gray Marine Motor Co. ..... Inside back cover

Hanson, H. C. 57
Harbor Boat Building Co. .. 40
Harbor Plywood Corp. ...30, 31
Hatch & Kirk 40
Hiller, Paul W. 51, 55
Hollinger Fish Market 57

Independent Salmon Canneries, Inc. 50
International Nickel Co. 51
International Paint Co., Inc. 55

Kelley-Clarke Co. 48
Kohlenberger Engineering Corp 57
Kurashiki Rayon Co. ..... Inside Front Cover

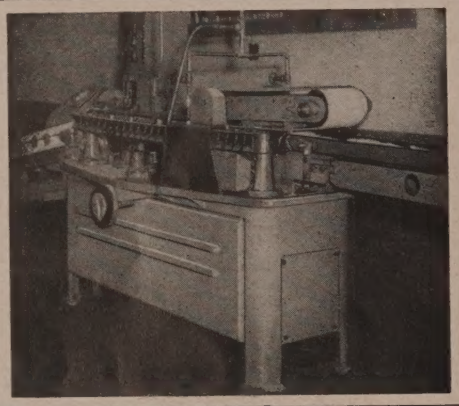
Larson Boat Shop, Al 40
Lowman & Hanford Co. 40

Michigan Wheel Co. 44
Murphy Diesel Co. 42
Marine, N. C. 21, 38

New England Fish Co. 49
Nordby Supply Co. 38
Northern Products Corp. 55

Oceanic Sales Co. 48
Oxenberg Bros., Inc. 50

Pacific American Fisheries . 46
Pacific Marine Supply Co... 6
Pacific Towboat & Salvage Co. 40
Pacific Telephone & Telegraph 20
Plymouth Cordage Co.... 34, 3
Radiomarine Corp. .....
San Diego Marine Construction Co. .....
San Juan Fishing & Packing Co. .....
Seaside Supply Stores .....
Shepherd Marine .....
Shepherd, J. H. Son & Co.
Sloan, R. M. Co. .....
Spaulding, Philip F. & Associates .....
Sperry Gyroscope Co. .....
Standard Oil Co. .....
Standard Steel Corp. .....
Starr Net Co., A. M. .....
Stix, Inc., Robert L. .....
Tacoma Boat Building Co. .
Techkote Co. .....
Twin Disc Clutch Co. 2,
Vita Food Products, Inc. .
Washington Iron Works .
Wendt, Ivar .....
White & Sons, Inc., Wilfrid O. .....
Woolsey Paint & Color Co. .



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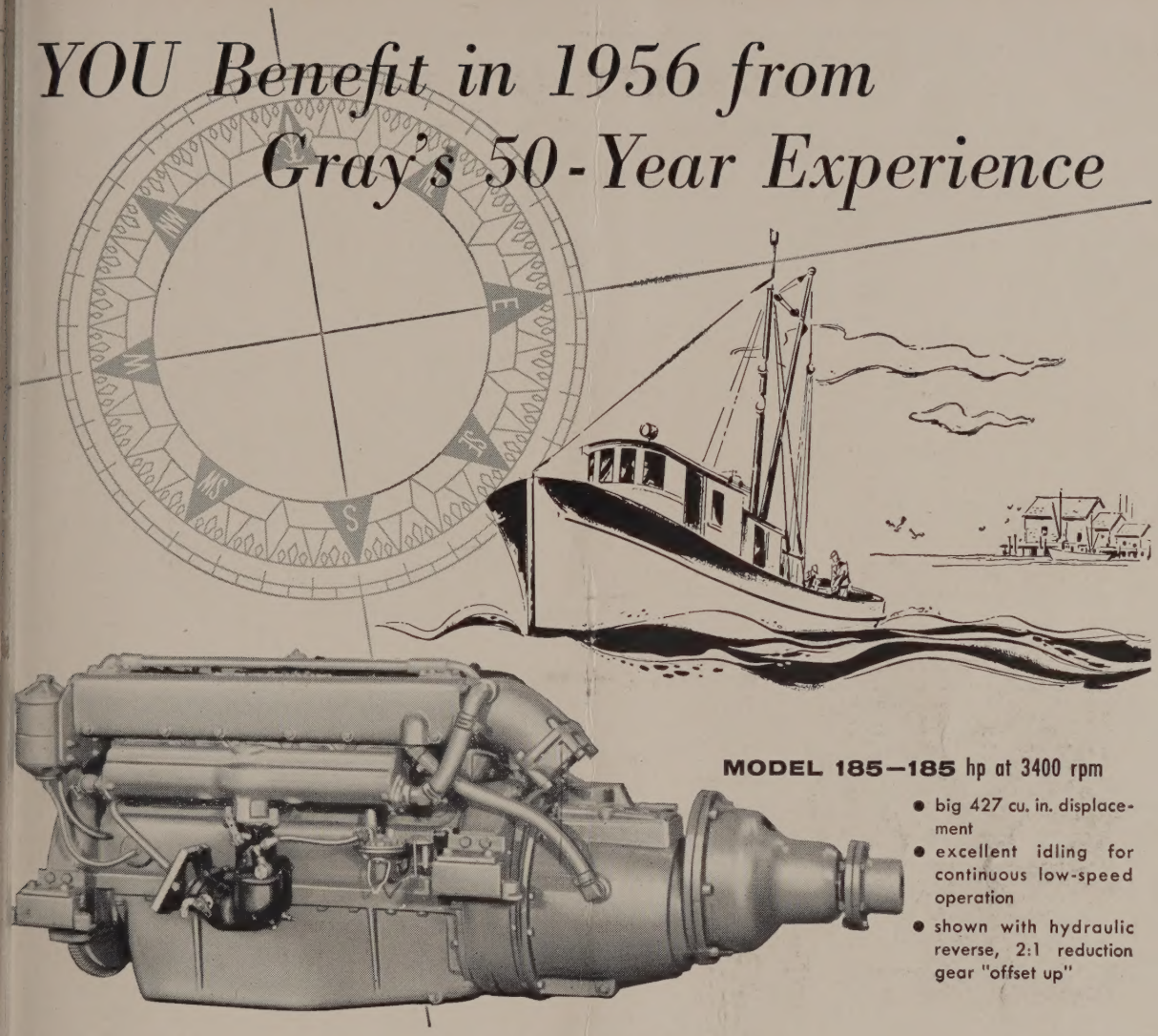
TRADE FRICK MARK

YOU Benefit in 1956 from Gray's 50-Year Experience



MODEL 185—185 hp at 3400 rpm

- big 427 cu. in. displacement
- excellent idling for continuous low-speed operation
- shown with hydraulic reverse, 2:1 reduction gear "offset up"

Your widest choice of "Fours" and "Sixes"...

GASOLINE ENGINES

Wide-Range Models—Both high and low speed models are listed here, with water-heated intake manifolding

	Cyls.	HP	RPM	Displ.
Light Four—69	4	16	1800	69
Sea Scout 91	4	25	2000	91
Four—45	4	45	3600	91
Four—112	4	31	2200	112
Model 620	4	60	3200	140
Four—162	4	42	1800	162
Model 70	4	70	3400	162
Four—75	4	75	3600	162
Model 100	6	100	3400	226
Model 110	6	110	3600	226

on the big high-output "sixes" providing excellent performance at continuous low speeds:

	Cyls.	HP	RPM	Displ.
Six—112	6	115	3600	226
Model 115	6	115	3400	244
Model 120	6	120	3600	244
Model 135	6	135	3600	244
Model 150	6	150	3400	330
Model 165	6	165	3400	363
Model 175	6	175	3400	363
Model 185	6	185	3400	427
Model 200	6	200	3400	427

DIESEL ENGINES

Graymarine Diesels are high-speed type; four cycle for fewer parts and less maintenance:

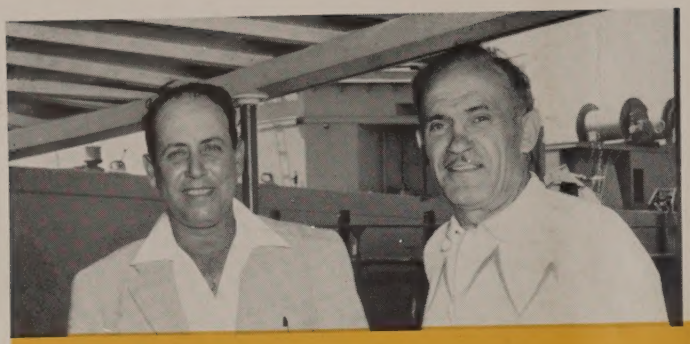
	Cyls.	HP	RPM	Displ.
Four—D129	4	25	2000	129
Four—D157	4	30	1800	157
Four—D260	4	50	1800	260
Six—D427	6	100	2200	427
Six—D572	6	135	2200	572

1906 50th year 1956

GASOLINE AND DIESEL MARINE ENGINES

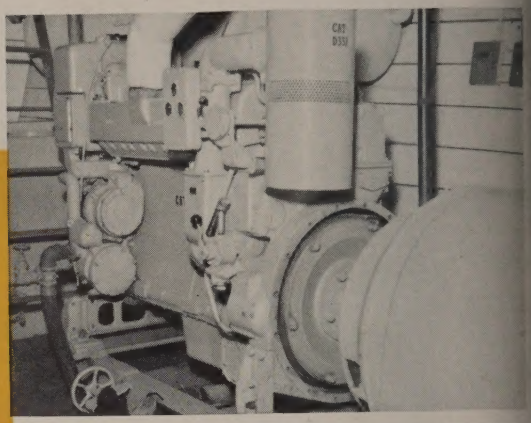
GRAYMARINE

GRAY MARINE MOTOR COMPANY, 710 CANTON AVENUE, DETROIT 7, MICHIGAN • SUBSIDIARY OF CONTINENTAL MOTORS CORPORATION



Manuel S. Madruga (left) and Antonio G. Rosa, co-owners of the *Favorite*.

One of a pair of Cat D337 Electric Sets, supplying all auxiliary power aboard the *Favorite*.



ANOTHER ROSA BOAT USES CAT* D337 ELECTRIC SETS FOR AUXILIARY POWER

The *Favorite* is one of the Rosa fleet of six big tuna boats, fishing out of San Diego, California. She is 104 feet, 10 inches long, with 25-foot beam and a draft of 12 feet, 8 inches. And she's the latest Rosa boat to use Cat Electric Sets for auxiliary power.

Co-owner Antonio G. Rosa says: "The reason we like Caterpillar Diesels in our boats is because in 1943 we installed two Cat Engines in the *Lusitania*. We were so pleased with their performance that we installed two more in the *Portuguesa* and now two in the *Favorite*. We're as well satisfied with these D337s as we are with the other Cat [illegible]."

Each of the D[illegible] drives a 94 KW, 240-volt generator, supplying [illegible] the power needs aboard a modern [illegible].

Caterpillar offers a [illegible] heavy-duty marine diesels for boat[illegible]d auxiliary power. Engines range up [illegible]us HP; electric sets to 315 KW.

Playing a big part in keeping Cat Diesels working dependably, year after year, is the prompt dockside service rendered by Caterpillar Dealers in practically every port on the coast. Whatever your power problems, talk to your Caterpillar Dealer today.

Caterpillar Tractor Co., San Francisco, Calif.; Peoria, Ill., U. S. A.

CATERPILLAR*

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MODERN MARINE DIESEL POWER